

THE Commercial AND Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE.

A Weekly Newspaper.

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

[Entered according to act of Congress, in the year 1884, by Wm. B. DANA & Co., in the office of the Librarian of Congress, Washington, D. C.]

VOL. 39.

SATURDAY, SEPTEMBER 13, 1884.

NO. 1,003.

CONTENTS.

THE CHRONICLE.

The Financial Situation	275	Monetary and Commercial	
Railroad Earnings in August,	278	English News	288
and from Jan. 1 to Aug. 31. . .	278	Commercial and Miscellaneous	
Cotton Movement and Crop of		News	290
1883-84.	285		

THE BANKERS' GAZETTE.

Money Market, Foreign Ex-		Quotations of Stocks and Bonds	293
change, U.S. Securities, State		New York Local Securities . .	294
and Railroad Bonds and		Railroad Earnings and Bank	
Stocks	291	Returns	295
Range in Prices at the N. Y.		Investments, and State, City	
Stock Exchange	292	and Corporation Finances. . .	296

THE COMMERCIAL TIMES.

Commercial Epitome	298	Breadstuffs	304
Cotton	298	Dry Goods	305

The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is published in New York every Saturday morning.

[Entered at the Post Office, New York, N. Y., as second-class mail matter.]

TERMS OF SUBSCRIPTION—PAYABLE IN ADVANCE:

For One Year (including postage)	\$10 20
For Six Months	6 10
Annual subscription in London (including postage)	£2 7s.
Six months, do do do	£1 8s.

These prices include the Investors' Supplement, issued once in two months, and furnished without extra charge to subscribers of the CHRONICLE.

Subscriptions will be continued until definitely ordered to be stopped. The publishers cannot be responsible for remittances unless made by Drafts or Post-Office Money Orders.

A neat file cover is furnished at 50 cents; postage on the same is 18 cents. Volumes bound for subscribers at \$1 00.

Offices in England.

The office of the COMMERCIAL AND FINANCIAL CHRONICLE in London is with Messrs. EDWARDS & SMITH, 1 Drapers' Gardens, E. C., where subscriptions and advertisements will be taken at the regular rates, and single copies of the paper supplied at 1s. each.

The office of the CHRONICLE in Liverpool is at B 15, Exchange Buildings.

WILLIAM B. DANA. } WILLIAM B. DANA & Co., Publishers,
JOHN G. FLOYD. } 79 & 81 William Street, NEW YORK.
POST OFFICE BOX 358.

THE FINANCIAL SITUATION.

The prolonged and exceedingly hot weather of the past week has put a check upon all business. Our stock market has been pre-eminently dull. Prices of securities, so far as there have been any changes, have perhaps improved somewhat, but this has no significance, being in the main merely a result of manipulation. A feature pervading all the cliqued stocks, and worth observing, is the magic limit within which now-a-days quotations fluctuate. Since the rise in July the range has kept at about the same figures, some weeks touching a higher or a lower point, but the transactions at either extreme being quite nominal.

The avowed reason for an upward tendency on Thursday was the crops again. The Agricultural Department issued its September statement on that day, giving a fair showing for cotton, a good result for wheat, and a splendid promise for corn; other crops, according to the report, do not average quite as high as a year ago. We have procured by telegraph from the Department the condition figures for corn in each of the following States,

and give them below with the acreage and condition for previous years in same States.

ACREAGE OF CORN AND CONDITION ON SEPT. 1.

States.	Condition.	1879.	1880.	1881.	1882.	1883.*	1884.
		Acreage.	Acreage.	Acreage.	Acreage.	Acreage.	Acreage.
Ohio	91	3,282,109	3,198,456	3,134,741	2,978,821	3,007,801	3,128,801
Indiana	89	3,679,721	3,422,561	3,658,781	3,438,851	3,542,851	3,613,851
Illinois	105	9,019,891	8,840,581	9,697,561	7,914,821	8,151,861	8,151,861
Iowa	104	6,616,991	6,847,031	6,710,701	6,777,801	6,981,103	7,330,103
Missouri	111	5,588,811	5,650,421	5,650,911	5,763,841	5,878,104	5,993,104
Kansas	102	3,418,791	3,925,251	4,197,104	4,281,101	4,709,105	4,736,105
Nebraska	118	1,631,751	1,920,751	2,149,102	2,364,871	2,813,109	3,235,109
Michigan	84	930,521	856,731	894,881	930,601	911,901	930,901
Wisconsin	92	1,015,110	1,023,191	1,054,701	1,117,851	1,106,991	1,106,991
Minnesota	103	439,091	442,901	508,831	601,871	727,101	705,101
Tot. W'st'n		35,607	35,823	37,051	36,223	37,885	38,950
Remainder							
of U. S. . .		26,762	26,465	27,311	29,437	30,420	30,815
Total U. S. .		62,369	62,318	64,362	65,660	68,305	69,765

* It should be remembered that the frost of September 8, 1883, prevented last crop from fulfilling its first of September promise.

* Three ciphers (000) omitted from "Acreage" figures.

In connection with the above, the following is also useful as showing the production and variations in the yield of the same Northwestern section.

PRODUCTION OF CORN IN THE UNITED STATES.

States.	1879.	1880.	1881.	1882.	1883.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Ohio	111,877,124	119,940,000	79,760,000	93,319,200	73,560,000
Indiana	115,482,300	90,229,300	79,618,000	107,481,300	95,020,000
Illinois	325,792,481	240,452,896	176,739,000	187,336,900	203,786,500
Iowa	275,024,247	260,192,840	173,289,000	178,487,600	169,629,000
Missouri	202,485,723	700,463,408	93,039,000	174,037,000	161,635,000
Kansas	105,729,325	106,218,360	76,377,000	150,452,000	172,800,900
Nebraska	65,450,135	59,507,900	58,913,500	82,478,200	101,278,900
Michigan	32,461,452	31,616,001	25,068,000	30,681,600	21,412,300
Wisconsin	34,230,579	33,767,382	29,040,000	50,201,000	23,579,300
Minnesota	14,831,741	15,478,050	16,252,000	21,127,600	15,124,800
Tot. Western.	1,383,365,107	1,130,065,837	808,119,000	1,035,000,600	1,038,440,700
Pacific Coast ..	2,138,078	2,703,545	2,747,000	2,903,600	2,615,200
Rest of country	469,393,350	584,065,161	384,050,000	567,007,000	510,004,965
Grand total	1,754,896,535	1,717,044,543	1,194,916,000	1,604,917,800	1,551,068,865

We present the figures in this form because the States specified are the chief shipping States and the ones in which the yield mainly affects railroad earnings. One is thus able to see what inferences may be properly drawn from the report of the Department, especially taken in connection with the further statement it makes, that the yield of corn will be "not less than 1,800,000,000 bushels, "the largest aggregate quantity ever reported in the "history of the crop." We may illustrate the change this increased yield will make by taking for instance Iowa, which in 1879, on 6,616,000 acres, and with the September condition at 104, raised 275 million bushels of corn. This year the condition is 103, and the acreage is 7,330,000. Calling the condition the same as in 1879, Iowa should give us on the present enlarged acreage an increase of about 11 per cent over the yield of 1879, or say a crop of 305 million bushels or very nearly double last year's produc-

tion, when the yield was only 169 million bushels. If one remembers that the increase over 1883 is all surplus, one readily sees what a difference this single item makes in the traffic for the two years, which the railroads passing through the State expect to secure.

In any ordinary business season therefore, this decided change in the yield of corn would appear to be sufficient—especially taken in connection with a full wheat crop and an enlarged cotton production—to put the promise of ample earnings beyond doubt. It would in such case not only represent an immense tonnage to be marketed, but also a highly stimulated consumptive demand for goods among farmers. How much of all this we may reasonably expect now is another question. Turning to our monthly article on railroad earnings, in a subsequent column, it will be seen that almost all the roads record a loss in earnings during August, notwithstanding there was a very free movement of wheat, much larger than a year ago. Corn was in less supply, but taking corn and wheat together, it is shown that the leading Western cities report increased receipts during the month. Hence this loss in earnings, notwithstanding there was a gain in the total bushels of grain marketed, brings out plainly enough the well-known fact that the number of passengers carried and tons of sundry kinds of freight moving are falling off.

As bearing on the future, all this is interesting, first, because of the presumption it raises, that at least until the new crop of corn begins to be marketed, our table of earnings will continue to show a loss. After that for a time we shall be comparing with a pretty full corn movement at higher prices last year. Then, may not the question of less price to the farmer come to be a consideration of some moment to the railroad. Can the farmer, when he gets only 70 cents, against 100 cents for his wheat, and probably about a similar difference between the two years for his corn (for it is presumable that all food is going to be very cheap this year), afford to pay the same rates of freight as he did twelve months since? We only suggest this question as a possible feature in the situation, because some roads have already found that the lower prices certain articles bring have affected their tariff rates. Thus, for instance, the roads which carry iron ore have had to reduce their charges as the value of iron has declined. Then again at lower prices for corn, a larger proportion of the total yield will not be found in the tonnage movement until later in the season, when it will appear in the form of corn-fed meats. There are also other considerations growing out of the present business depression, and affecting this question of crops and earnings, which will readily suggest themselves to the reader, altogether leaving much uncertainty with regard to the result on the future income of the railroads of even such a large corn crop as is now promised.

One unfortunate fact the events which are daily happening will not let us lose sight of, and that is, that this is a period of large losses and liquidation. There have been some heavy failures this week. They only confirm what we have before stated is the rule now, that in almost every department of business only favorably situated factories with new machinery are clearing cost and fewer still are earning dividends. It is hoped and believed that later on the large crops will cure this in a measure at least. Quite a shock for the moment in financial circles was the failure and suicide of both the Cashier and President of the New Brunswick National Bank. Together these events form a tragedy in which two lives, two characters, besides a bank, are the price paid for having speculative officers. It is some relief to know that the bank is not ruined, and is to open again. But should not some-

thing be done which will cut off all connection between speculators and such institutions? We suppose there are men who play with stocks or wheat or cotton who could lose their all and not take trust funds within their control to retrieve their fortune, but they are very scarce. It is certainly blameworthy in directors to allow poor human nature to be put to so severe a test. Furthermore, if an officer is silly enough to fancy he can make money in such transactions, he certainly does not know enough to be retained in a bank.

As affecting the fluctuations on our Stock Exchange, two special influences developed yesterday. One was a cable dispatch from London announcing that the report of Messrs. Powell and Westlake, the English Investigating Committee on Erie, had been made public, and did not present things in a very flattering light. Floating debt was said to be over 11 millions, including payments on car trusts. As our figures last week from the company's balance sheet of June 30 showed a gross debt of only about 9 millions, the additional sum reported now must represent either a increase since June, or else the unpaid balances on the car trusts—probably the latter. The cable also stated that the Chicago & Atlantic and New York Pennsylvania & Ohio were reported as losing money. From the Chicago & Atlantic we have no information, but the figures given further below in the item about Erie make it clear that the Pennsylvania & Ohio lease is not proving profitable to the lessee. Under the influence of this cablegram Erie stock and bonds were quite weak yesterday, and this for the time being imparted a downward tendency to the whole market. On the other hand, there was in the afternoon a circumstance of a favorable character, namely the publication of the July figures of the Union Pacific, showing an increase in net earnings for the month of \$97,802. This was not only very much better than had been expected, but as the gain in net was made in the face of a decline of \$102,691 in gross, it showed that the new management had been able to effect some retrenchment in expenses—a factor of importance in considering the future earnings of the road.

Louisville & Nashville supplies a statement for the month of July, which if it does not equal that of a year ago makes at least a very satisfactory showing. The net earnings in July last year were unusually large, yet the present net are only \$2,500 behind the total then. This is the more surprising since there was a falling off in gross earnings, and up to July the company's expenses had steadily and largely increased, even when earnings were diminishing. But this time a saving in expenses has been effected nearly sufficient to offset the loss in gross earnings—the decrease in earnings being \$64,672, and in expenses \$62,146. July begins the company's fiscal year, and the new year thus opens very auspiciously for the road. It must not be supposed, either, that expenses have been brought down to a limit which would seem to preclude the keeping of the property in good repair, for the ratio of expenses to earnings can hardly be considered small, being only a trifle less than 60 per cent. The following shows the July earnings and expenses for four years.

LOUISVILLE & NASH.	1881.	1883.	1882.	1881.
July.	\$	\$	\$	\$
Gross earnings.....	1,000,104	1,124,776	1,063,765	817,135
Operating expenses ..	624,870	687,016	686,984	574,756
Net earnings.....	435,234	437,760	376,781	242,379
Jan. 1 to July 31—				
Gross earnings.....	7,613,319	7,590,179	7,184,664	6,224,651
Operating expenses ..	4,326,335	4,397,704	4,130,588	4,041,666
Net earnings.....	2,686,984	2,992,475	2,684,066	2,233,685

It will thus be seen how largely the July net earnings have risen within the last few years. In 1881 the amount

was only \$242,379. Two years later, in 1883, it was \$437,760, from which there has now been only a reduction to \$435,234. The figures for the seven months to the end of July enforce the remark above as to the heavy increase in expenses that took place in the earlier months. While gross earnings are larger than ever before, the net, owing to the augmentation in expenses, are \$213,000 smaller than in the same seven months of 1883, and also \$5,000 smaller than in 1882, when the gross were \$432,000 less. As compared with last year, we have a gain of \$116,000 in gross earnings accompanied by an increase of no less than \$329,000 in expenses. It is satisfactory, nevertheless, to note that the net, though smaller than in 1882 and 1883, are yet \$436,000 greater than in 1881. If the company can permanently reduce its expenses, a great point will have been gained. Later on, it should derive benefit, too, from the coming exposition at New Orleans.

New York Lake Erie & Western now issues its monthly returns of earnings and expenses with much greater promptitude. We have been favored this week with the statement for the month of July. A year ago in the same week the company furnished the return for the month of May—two months further back. The showing for July is not favorable, nor was it expected to be, but as contrasted with some of the earlier months is perhaps better than had been anticipated. In addition to the unfavorable circumstances attending the operations of all the trunk lines, the Erie has had to contend with serious drawbacks on its coal business. The road is very largely dependent upon coal rates and transportation, and its large gains in earnings within recent years have come to a very great extent from that source of traffic. Having a large tonnage both of bituminous and anthracite coal, and carrying East and West alike, the present depressed state of the coal trade must of necessity operate disadvantageously. Besides, the triangular fight between it and the Rochester & Pittsburg and the Buffalo New York & Philadelphia on coal to Buffalo has been another unfavorable feature. We know how disastrously the struggle has affected its competitors, and from that we can gain some idea as to what the Erie must have suffered in the same way. Aside from the losses on coal, the general state of trunk-line business has not been satisfactory, through traffic being small in volume (though paying higher rates than in the month preceding) and local traffic being affected by the prevailing depression in all industries. The effect of all these influences upon gross and net earnings, as compared with the results in other recent years, is shown in the subjoined table—the comparison of earnings being for the Erie proper, the operations of the leased road being stated as profit or loss in a line at the end.

N. Y. L. ERIE & WEST.	1884.	1883.	1882.	1881.	1880.
July.	\$	\$	\$	\$	\$
Gross earnings.....	1,458,186	1,694,987	1,850,259	1,787,080	1,580,975
Operating expenses.....	1,007,307	1,131,165	1,122,389	1,114,772	1,104,958
Net earnings.....	450,879	563,822	727,870	672,308	566,317
Loss on N. Y. P. & O. lease	9,370	*5,425	.....	.....	.....
Result.....	441,509	619,773	727,870	672,308	566,317
Oct. 1 to Aug. 1.					
Gross earnings.....	14,518,811	16,401,004	16,252,415	17,298,511	15,399,817
Operating expenses.....	10,294,772	11,383,919	10,524,092	11,003,189	9,579,910
Net earnings.....	4,984,039	5,017,085	5,728,323	6,295,322	5,819,907
Loss on N. Y. P. & O. lease	831,344	*155,112	.....	.....	.....
Result.....	3,752,695	5,201,973	5,728,323	6,295,322	5,819,907

* Profit.

We here see that both gross and net earnings are smaller than in any other July given in the table, and they are in fact the smallest since 1879. Net of \$450,879 this year compare with net of \$727,270, only two years ago. The loss as compared with last year is \$112,643 on the Erie proper, but this is further increased to \$175,470 by the fact that the leased road, which in July, 1883, netted a

profit of \$53,251, this July entailed a loss of \$9,576—a difference against the present year on that road of \$62,827. A similar showing on the leased road occurs also in the return for the ten months to the end of July. In these ten months the operations of that line resulted in a loss to the Erie of \$331,534; in the three months in which the road had been operated in the previous fiscal year there was a gain to the Erie of \$155,142. Hence we have a diminution in profit on the leased line alone of \$486,676. The Erie's own net earnings, however, during these ten months have diminished even more largely. Like the July net, they are smaller than in any other year since 1879. There is a loss of about a million as compared with last year, of 1½ millions as compared with 1882, and of 2½ millions as compared with 1881. Combining these with the result on the leased road, the Erie had actual net this year of only \$3,750,505, against \$5,220,187 in 1883, \$5,328,323 in 1882, and \$6,200,322 in 1881.

The foreign exchange market has been almost without feature this week. The posted rates were reduced on Tuesday, but mainly in consequence of a light demand, and since then there has been a little better supply of bills, chiefly drawn in anticipation of cotton shipments. At the moment any urgency in the inquiry would serve to restore the rates, while any liberal supply of bills would still further reduce them.

The following shows relative prices of leading bonds and stocks in London and New York at the opening each day.

	Sept. 8.		Sept. 9.		Sept. 10.		Sept. 11.		Sept. 12.	
	London prices.*	N. Y. prices.	London prices.	N. Y. prices.	London prices.*	N. Y. prices.	London prices.*	N. Y. prices.*	London prices.*	N. Y. prices.*
U. S. 4's.	110.04	120	120.04	120	119.91	120	119.204	120.03	119.943	120.03
U. S. 4's.	111.74	111½	111.78	111½	111.66	111½	111.78	112	111.65	111½
Ind.	15.79	15½	15.79	5½	15.77	15½	16.14	15½	15.83	15½
Ind.	61.47	61½	61.21	61½	60.91	60½	...	61	59.96	60½
Ind.	125.14	124½	125.14	...	125.01	125	125.05	...	124.77	124½
N. Y. C.	101.45	101½	101.34	101	101.71	101½	101.219	102½	101.95	101½
Reading ..	133.06	26	133.24	2½	133.39	2½	132.74	27½	133.31	27½
St. Paul ..	84.19	84	83.95	84	84.15	84½	83.56	85½	84.29	85½
Can. Pac. ..	44.71	44½	44.4	...	45.02	44½	44.02	44½	44.0	...
Exch'g.	4.86	...	4.86	...	4.85½	...	4.85½	...	4.85½	...

* Expressed in their New York equivalent.

† Reading on basis of \$50, par value.

‡ Ex-inter.

Banks' balances remain unchanged. Banks at the interior report a better inquiry for money from their correspondents, chiefly in the Northwest, where funds are needed for crop purposes, and there is also a good demand upon Southwestern banks from ranchmen and from cotton planters. Still, our returns indicate that there is no urgent need for money in the interior as yet, an ample supply being held for immediate needs. The following statement, made up from returns collected by us, exhibits the week's receipts and shipments of gold and currency by the New York banks.

Week Ending Sept. 12, 1884.	Received by N. Y. Banks.	Shipped by N. Y. Banks.	Net Interior Movement.
Currency.....	\$1,205,000	\$810,000	Gain. \$395,000
Gold.....	.....	*500,000	Loss. 500,000
Total gold and legal tenders.....	\$1,205,000	\$1,310,000	Gain. \$105,000

* \$210,000 of this was transferred in the shape of silver certificates by a deposit of gold in the Sub-Treasury.

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement, the banks have lost \$900,000 through the operations of the Sub-Treasury. Adding that item to the above, we have the following, which should indicate the total loss to the N. Y. Clearing House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week Ending Sept. 12, 1884.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$1,205,000	\$1,110,000	Gain. \$95,000
Sub-Treasury operations, net.....	.....	900,000	Loss. 900,000
Total gold and legal tenders.....	\$1,205,000	\$2,010,000	Loss. 805,000

The Bank of England reports a loss of £157,221 bullion for the week. This represents £100,000 sent abroad, and £57,221 to the interior. The Bank of France lost 2,566,000 francs gold and 2,718,000 francs silver, and the Bank of Germany since the last report shows a reduction of 6,484,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	September 11, 1884.		September 13, 1883.	
	Gold.	Silver.	Gold.	Silver.
	£	£	£	£
Bank of England	23,204,759		24,122,381	
Bank of France	42,261,704	40,973,196	39,084,525	41,138,967
Bank of Germany	7,411,000	22,233,000	7,283,000	21,549,000
Total this week	72,877,463	63,206,196	70,489,906	62,987,967
Total previous week	73,218,332	63,557,918	70,581,378	63,550,792

The Assay Office paid \$133,115 through the Sub-Treasury during the week for domestic bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certificates.	Silver Certificates.
Sept. 5...	\$375,953 04	\$4,000	\$119,000	\$145,000	\$107,000
" 6 ..	386,386 52		3,000	150,000	109,000
" 8 ..	615,305 23		13,000	192,000	180,000
" 9 ..	439,553 47		11,000	167,000	124,000
" 10 ..	557,506 07		6,000	235,000	239,000
" 11 ..	399,275 79		2,000	121,000	110,000
Total...	\$2,773,890 12	\$39,000	\$934,000	\$907,000	\$811,000

RAILROAD EARNINGS IN AUGUST, AND FROM JANUARY 1 TO AUGUST 31.

This is a period of poor railroad earnings, and our exhibit below for the month of August is less satisfactory than any similar monthly return issued by us for some time past. The falling off from last year is quite large in amount—\$1,300,000—but that is not the chief feature of the exhibit; it is rather that the decrease is so universal, extending to all sections of the country, there being only 15 roads (out of 54) that have not fallen behind. As mitigating somewhat the unfavorable character of the returns, it should be remembered, however, that we are comparing with very large earnings in 1883, August having proven a very good traffic month not only last year, but for several years previously, so that as a rule there had been steady and continuous gains from 1879 on. It should not be overlooked, either, that the month contained one less working day this year than in any other year since 1880—that is, there were five Sundays in 1883 against only four in the other years—and one day, more or less, makes a material difference in the receipts of the roads, though of course it is not to be understood that the decrease shown is wholly or even chiefly attributable to that fact.

There was but one condition that favored the railroads (or rather some of them) this year in August, namely, the large crop and comparatively free movement of wheat. It is a singular fact, however, that the roads that should have derived the most benefit from this circumstance show pretty nearly all of them heavy declines in earnings, many too after having suffered a falling off in the previous year, which falling off was at the time ascribed to the poor yield of wheat. For instance we might expect that the Illinois Central (main line), the Chicago & Eastern Illinois, the Evansville & Terre Haute, the Alton & Terre Haute, the Cincinnati Indianapolis St. Louis & Chicago, the Cleveland Akron & Columbus, and the Cincinnati Washington & Baltimore would all make pretty good returns as a result of the better harvest and movement of wheat

this year, but in point of fact only one among them—the Evansville & Terre Haute—has any increase and that rather small, while the remainder exhibit quite heavy declines. There has probably been some falling off in the passenger movement on many of these roads, and it is likely, too, that the volume of general and miscellaneous freight has not been up to its usual proportions, so that the gain in wheat alone has not been sufficient to offset the losses in other items. Perhaps later on, when the remaining cereals—particularly corn—shall have been harvested and fulfil present sanguine expectations as to yield, the effect in stimulating and reviving business in those sections will develop greater advantages to the roads than they are now experiencing.

As to the decrease on other roads, the traffic conditions, as already said, did not favor large earnings. The movement of corn, for instance, was smaller at all the principal interior points, and this of course operated to the disadvantage of the corn-carrying roads, so-called. Then in the South cotton traffic counted for much less than usual. The movement of this staple is never large in August, but this year, owing to the shortage of last season's yield and the lateness of the present crop, the movement amounted to scarcely anything, the receipts at the ports footing up only about 9,400 bales. Then all roads and all sections of the country have suffered from the prevailing depression in our industries, the result being not only a smaller freight tonnage but also in not a few cases a diminished passenger movement. In view of all these circumstances, the showing made by the following statement of earnings in detail will not appear surprising, or be difficult to comprehend.

GROSS EARNINGS AND MILEAGE IN AUGUST.

Name of Road.	Gross Earnings.			Mileage.	
	1884.	1883.	Increase or Decrease.	1884.	1883.
	\$	\$	\$		
Bost. Hoos. Tan. & W.	47,239	31,485	+15,754	83	88
Burl. Ced. Rap. & No.	216,390	231,521	-15,931	713	713
Canadian Pacific.....	55,000	591,000	-6,000	2,794	1,834
Central Iowa.....	119,822	120,333	-511	500	500
Central Pacific.....	2,138,000	2,267,543	-129,543	3,001	3,003
Chesapeake & Ohio.....	248,153	258,544	-10,390	502	502
Eliz. & Big San.....	28,076	41,535	+13,459	139	139
Ches. Ohio & So. W.....	123,198	124,519	-1,321	393	398
Chicago & Alton.....	859,033	886,556	-27,523	847	847
Chic. & Eastern Ill.....	146,907	158,061	-11,154	252	252
Chic. Milw. & St. Paul.	1,826,000	1,851,209	-25,209	4,804	4,530
Chicago & Northwest.	1,949,700	2,403,459	-403,759	3,850	3,600
Chic. St. P. Minn. & O.	464,900	495,499	-30,119	1,290	1,170
Chic. & West Mich.....	121,130	151,236	-30,156	413	410
Cin. Ind. St. L. & Ch.....	160,364	163,063	-2,699	364	364
Cin. N. O. & Tex. Pac.	231,668	241,133	-9,465	336	336
Alabama Gt. South.....	86,667	92,043	-5,376	296	296
N. O. & North East.....	26,575	10,360	+16,215	196	100
Vicksb. & Meridian.....	35,134	32,302	+2,832	144	141
Vicksb. Sh. & Pac.....	24,235	10,087	+16,148	170	73
Cin. Wash. & Balt.....	170,642	192,230	-21,588	281	281
Cin. Akron & Col.....	51,279	48,129	+3,150	144	144
Des Moines & Ft. D.....	23,817	22,791	+1,026	143	143
Detroit Lansg. & No.....	115,238	153,318	-37,110	260	225
East Tenn. Va. & Ga.....	301,705	362,564	-60,859	1,100	1,100
Evansv. & T. Haute.....	89,086	82,307	+6,779	146	146
Flint & Pere Marq.....	174,627	203,405	-29,178	361	347
Fl. Ry. & Nav. Cor.....	38,548	43,762	-5,214	478	486
St. Wm. & Denver.....	35,800	31,208	+4,592	110	110
Grand Trunk of Can.....	1,385,523	1,491,506	-106,077	2,322	2,322
Gr. Bay Win. & St. P.	20,329	31,025	-10,696	225	225
Gulf Col. & Santa Fe.....	141,225	196,909	-5,674	534	534
Ill. Cent. (Ill. & So. Div.)	824,553	926,622	-102,069	1,526	1,506
Do (Iowa line).....	125,731	196,471	-70,740	402	402
Kan. C. Fr. S. & Gulf.....	125,951	108,620	+17,331	389	389
Kentucky Central.....	63,137	67,850	-4,713	220	220
Long Island.....	386,461	394,007	-7,546	352	352
Louisville & Nashv.....	1,123,020	1,231,127	-108,107	2,065	2,065
Marq. Hough. & On.....	85,688	112,152	-26,464	135	100
Memphis & Charlot.....	119,778	162,478	-42,700	330	330
Milw. L. Sh. & West.....	95,094	100,585	-5,491	374	328
Mobile & Ohio.....	142,354	136,584	+5,770	528	528
Northern Pacific.....	1,018,896	1,013,624	+5,272	2,435	1,927
Ohio Central.....	123,988	111,664	+12,324	212	212
Pera Dec. & Evansv.....	79,335	76,181	+3,154	254	254
Rochester & Pittsb.....	110,008	68,604	+41,399	294	269
St. L. A. & T. H. Ind.....	101,267	142,427	-41,160	195	195
Do do (branches).....	58,535	71,714	-13,179	138	138
St. Louis P. S. & Wich.....	44,441	30,505	+13,936	182	150
St. Louis & San Fran.....	432,927	369,520	+63,407	726	732
St. Paul & Duluth.....	123,988	140,607	-16,619	220	208
St. Paul Minn. & Man.....	564,421	629,613	-65,192	1,387	1,324
Wab. St. Louis & Pac.....	1,178,635	1,145,294	+33,341	3,507	3,507
Wisconsin Central.....	67,151	75,044	-7,893	441	441
Total (54 roads).....	19,037,826	20,319,419	-1,281,593	43,630	41,007

* Only three weeks of August in this year.
† For four weeks ended August 30.

We have already referred to the decrease on the roads in the winter-wheat sections—Illinois, Indiana and Ohio.

The above makes it clear that the roads in the Northwest have likewise sustained a large falling off, though it is to be noted that on them the decrease occurs after quite heavy gains in the previous year. In amount of decrease, the Chicago & Northwest leads all other roads in our table. The loss is \$403,000, of which \$102,000 we are told is the result of the additional Sunday contained in the present year. This however still leaves a very large decrease, independent of that fact. The company derives much less profit than formerly, it is said, from the transportation of iron ore (from the Northern peninsula of Michigan), having had to reduce charges on the same to correspond with the reduction in the price of iron, and no doubt the volume of that traffic has also undergone diminution. The smaller corn movement this year was another unfavorable circumstance with the road. Both these are particulars in which the St. Paul is not at all or but little affected, and that no doubt helps to explain why the latter has a decrease of only \$25,000 for the month, against the \$403,000 on the Northwest. The St. Paul & Omaha, the Burlington Cedar Rapids & Northern, and the minor roads in the same section of country, all record more or less of a falling off this time. The following table, showing the receipts of flour and grain at the principal primary markets this and last year, will give some idea as to what influence the grain movement has had upon the earnings of the roads affected. The large increase in wheat and the diminution in corn, already alluded to, will attract attention.

RECEIPTS FOR FIVE WEEKS ENDED AUGUST 30, AND SINCE JAN. 1.

	Flour, (bbls.)	Wheat, (bush.)	Corn, (bush.)	Oats, (bush.)	Barley, (bush.)	Rye, (bush.)
Chicago—						
5 wks., Aug., 1884	220,392	5,119,415	8,640,481	4,119,382	181,548	678,362
5 wks., Aug., 1883	242,776	1,965,509	10,356,015	4,389,129	76,154	995,130
Since Jan. 1, 1884	1,714,930	9,326,741	38,874,711	24,608,262	2,105,920	1,907,729
Since Jan. 1, 1883	1,903,021	7,007,357	40,234,202	21,302,881	2,841,340	2,550,511
Milwaukee—						
5 wks., Aug., 1884	373,496	403,316	91,980	169,592	27,600	21,656
5 wks., Aug., 1883	229,038	392,749	188,210	155,042	42,509	62,349
Since Jan. 1, 1884	2,451,885	5,235,494	535,160	2,119,991	2,079,067	238,469
Since Jan. 1, 1883	2,010,225	4,550,009	1,904,494	1,981,886	2,539,305	407,023
St. Louis—						
5 wks., Aug., 1884	184,100	8,785,172	854,945	704,805	17,992	50,378
5 wks., Aug., 1883	160,550	3,711,249	1,370,475	855,481	23,445	26,704
Since Jan. 1, 1884	890,753	7,840,008	13,578,479	4,403,367	820,429	203,174
Since Jan. 1, 1883	990,079	8,397,829	14,888,390	4,113,504	1,044,807	156,351
Toledo—						
5 wks., Aug., 1884	8,173	3,702,823	339,917	149,142	.....	29,524
5 wks., Aug., 1883	19,747	4,258,734	511,422	214,130	.....	80,028
Since Jan. 1, 1884	49,604	6,632,032	4,794,977	382,744	48,081	37,082
Since Jan. 1, 1883	66,198	9,082,178	5,089,716	639,238	34,594	147,248
Detroit—						
5 wks., Aug., 1884	8,611	1,972,779	49,422	103,005	48	1,105
5 wks., Aug., 1883	13,740	628,900	81,533	163,325	273	3,321
Since Jan. 1, 1884	79,521	3,246,313	1,310,948	71,533	316,803	.....
Since Jan. 1, 1883	118,431	3,491,438	1,028,150	589,517	414,700	.....
Cleveland—						
5 wks., Aug., 1884	18,797	4,410,443	43,006	134,000	24,610	.....
5 wks., Aug., 1883	11,298	627,081	79,364	263,000	.....	500
Since Jan. 1, 1884	91,029	1,152,350	570,093	709,656	142,701	1,100
Since Jan. 1, 1883	84,549	1,416,931	895,511	775,333	109,404	3,300
Peoria—						
5 wks., Aug., 1884	5,511	83,085	509,225	1,934,040	.....	69,450
5 wks., Aug., 1883	1,752	55,172	1,039,520	1,710,555	24,000	125,600
Since Jan. 1, 1884	35,954	305,489	6,784,750	7,992,513	287,200	501,515
Since Jan. 1, 1883	45,299	184,282	6,234,470	6,942,080	389,200	588,330
Duluth—						
5 wks., Aug., 1884	149,275	205,353	.....	6,317	.....	.....
5 wks., Aug., 1883	1,000	39,121	55,647	.....	.....	.....
Since Jan. 1, 1884	359,275	1,472,910	85	9,130	.....	.....
Since Jan. 1, 1883	322,000	1,470,245	77,78	.....	.....	.....
Total of all—						
5 wks., Aug., 1884	971,258	15,191,983	10,718,985	7,440,283	251,798	849,264
5 wks., Aug., 1883	705,107	11,029,299	13,654,175	7,992,913	169,927	1,297,517
Since Jan. 1, 1884	698,837	13,139,675	7,809,917	7,973,547	1,237,181	389,924
Since Jan. 1, 1883	5,670,441	39,015,878	69,351,500	9,070,338	5,809,351	2,589,098
Since Jan. 1, 1884	5,531,302	38,818,209	70,597,788	8,344,741	7,370,449	3,912,514
Since Jan. 1, 1883	4,839,399	37,984,131	55,410,060	9,691,374	1,531,149	1,542,371

Among the Pacific roads, the Canadian Pacific has a decrease, notwithstanding its increased mileage, and, what is rather exceptional, the Northern Pacific also records a falling off this time. The latter has reached a period where comparison is made with large totals a year ago, and moreover the movement of crops along the line of the road is said to have been delayed. With a freer marketing of their products by the farmers, it is expected this condition of things will be changed. Indeed, improvement appears to be already in progress, for we notice by the return for the first week of September, just received, that in this week there was a gain in receipts of \$58,880, on mileage only 88 miles greater than in 1883. Central Pacific for August makes a decrease of \$129,000, which is somewhat better than the returns for other recent months. It is significant that the decrease is wholly the result of a falling off in through business, local business actually having increased \$56,000. Local business is the best and steadiest source of gain to a road. It is but little affected by competition, and therefore cannot be readily taken away, and at the same time it pays the railroad higher charges.

Southern roads are no exception to the general rule of

decrease. The Memphis & Charleston and Elizabethtown Lexington & Big Sandy show a gain, but most others show a loss. We have a few returns from the Southwest—mainly from Kansas and Missouri roads—and these are to be singled out as making very good exhibits. The excellent harvests that Kansas has secured for a number of years have greatly stimulated development in that section of the country. The St. Louis & San Francisco, the Fort Scott & Gulf, and the Wichita roads all record considerable improvement in earnings. Down in Texas the Gulf Colorado & Santa Fe has lost decidedly in earnings, and among the roads of the South the Louisville & Nashville is also conspicuous for its large decrease. The additional Sunday this year is given as part explanation for the falling off on the Louisville & Nashville. The following table compares the movement of cotton at the Southern ports in the last three years.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN AUGUST, AND FROM JAN. 1 TO AUGUST 31, 1884, 1883 AND 1882.

PORTS.	August.			Since January 1.		
	1884.	1883.	1882.	1884.	1883.	1882.
Galveston.....bales.	3,213	24,861	15,463	133,987	98,775	134,666
Indianola, &c.....	784	2,679	1,300	1,613	5,400	4,216
New Orleans.....	1,872	10,397	3,271	425,011	86,290	328,617
Mobile.....	282	776	451	56,974	100,679	71,524
Florida.....	54	50	40	17,678	9,522	8,293
Savannah.....	1,493	7,006	8,167	114,114	242,245	182,628
Brunswick, &c.....	.....	.....	.....	1,592	200	562
Charleston.....	614	2,123	2,454	91,900	167,000	111,392
Port Royal, &c.....	1	66	13	2,978	16,875	9,616
Wilmington.....	107	325	629	15,015	38,693	31,486
Morehead City, &c.....	4	206	322	2,339	308	11,149
Norfolk.....	831	3,239	4,898	149,323	305,115	207,460
West Point, &c.....	150	420	1,126	58,048	80,395	62,112
Total.....	9,417	51,584	38,424	1,070,570	2,149,910	1,168,981

For the eight months to August 31, we have a somewhat better exhibit in the fact that the number of roads reporting a decrease is less than for August, but otherwise there is little of a favorable nature in the showing. The gross decrease aggregates \$5,769,599, and as an offset we have \$5,599,818 gross increase, about 3½ millions of which is contributed by three roads, the Northern Pacific, the St. Louis & San Francisco and the Rochester & Pittsburg. Full particulars for each road are given in the subjoined table.

GROSS EARNINGS FROM JANUARY 1 TO AUGUST 31.

Name of Road.	1884.	1883.	Increase.	Decrease.
	\$	\$	\$	\$
Boston Hoosac T. & W.....	281,459	214,043	67,416	.....
Burl. Cedar Rap. & No.....	1,691,303	1,709,268	.....	18,065
Canadian Pacific.....	3,361,842	3,331,326	30,516	.....
Central Iowa.....	883,130	799,140	84,000	.....
Central Pacific.....	14,121,597	15,838,844	.....	1,716,967
Chesapeake & Ohio.....	2,269,237	2,396,610	.....	119,313
Eliz. Lex. & Big Sandy.....	456,487	421,977	34,510	.....
Ches. Ohio & S. W.....	842,443	784,211	58,232	.....
Chicago & Alton.....	5,449,359	5,433,639	25,720	.....
Chic. & Eastern Illinois.....	97,717	1,098,611	.....	92,350
Chicago Milw. & St. Paul.....	14,204,006	14,469,432	.....	165,432
Chicago & Northwest.....	14,332,599	15,432,597	.....	920,406
Chic. St. P. Minn. & Omaha.....	3,384,544	3,405,237	27,287	.....
Chicago & West Mich.....	1,010,477	1,021,153	.....	10,676
Cin. Ind. St. L. & Chic.....	1,462,402	1,514,282	.....	51,816
Cin. N. W. Or. & Tex. Pac.....	1,662,341	1,626,963	35,378	.....
Alabama Gt. Southern.....	679,814	614,047	65,767	.....
N. W. Or. & N. E.....	241,172	51,226	189,946	.....
Vicksburg & Meridian.....	221,055	291,838	.....	328
Vicksburg St. & Pac.....	99,140	51,016	48,124	.....
Cin. Wash. & Baltimore.....	1,104,272	1,204,997	.....	100,728
Cleve. Akron & Col.....	3,477,282	3,453,693	.....	30,917
Des Moines & Ft. Dodge.....	2,648,81	1,844,241	19,662	.....
Detroit Lansing & No.....	89,115	1,011,658	.....	126,483
East Tenn. Va. & Ga.....	2,434,919	2,519,618	.....	74,729
Evansv. & T. Haute.....	390,229	479,476	10,353	.....
Flint & Pere Marquette.....	1,541,115	1,653,981	.....	94,766
Florida R'y & Nav. Co.....	625,658	5,031	75,327	.....
Ft. W. rth & Denver.....	315,800	22,191	89,609	.....
Grand Tr. of Canada.....	10,979,284	12,281,126	.....	1,318,842
Green Bay Wm. & St. P.....	213,635	247,525	.....	33,887
Gulf Col. & Santa Fe.....	1,067,707	1,200,164	.....	134,457
Ill. Cent. (Ill. line & So. D.).....	6,321,769	6,669,084	.....	347,312
Ind. (Ind. line).....	1,482,777	1,521,677	.....	38,909
Kan. City Ft. S. & Gulf.....	1,408,527	1,131,934	336,593	.....
Kentucky Central.....	536,221	444,119	11,802	.....
Long Island.....	1,881,853	1,866,334	15,520	.....
Louisville & Nashville.....	8,749,09	8,751,286	.....	11,977
Marq. Houghton & Ont.....	573,722	512,669	61,053	.....
Memphis & Charleston.....	872,011	755,944	116,067	.....
Mt. L. Moore & West'n.....	1,408,662	1,520,612	47,879	.....
Mobile & Ohio.....	1,213,832	1,254,194	.....	10,362
Northern Pacific.....	7,981,594	5,424,907	2,556,686	.....
Ohio Central.....	727,185	685,979	41,206	.....
Peoria Dec. & Evansville.....	499,147	454,174	44,969	.....
Rochester & Pittsburg.....	739,255	340,303	398,942	.....
St. L. A. & T. H. main line.....	865,432	935,907	.....	67,315
St. L. A. & T. H. branch.....	418,062	418,062	.....	37,590
St. L. Ft. Scott & Wich.....	307,347	140,311	167,036	.....
St. Louis & S. Francisco.....	2,919,759	2,316,111	573,239	.....
St. Paul & Duluth.....	739,450	792,788	.....	56,993
St. Paul Minn. & Man.....	4,243,950	5,154,921	.....	330,971
Wabash St. L. & Pac.....	9,881,789	9,743,509	1,628,299	.....
Wisconsin Central.....	589,819	862,173	.....	27,346
Total (54 roads).....	142,839,362	143,099,144	5,599,818	5,769,599
Net decrease.....	.....	.....	.....	169,781

* Includes three weeks only of August in each year.

† To August 30.

We have an unusually large number of roads reporting net earnings this time—for July and earlier months. There are some few of minor significance that show improved results, but taken as a whole the statement is not satisfactory. The losses are quite heavy in a number of instances, and, besides, the decrease is not partial to any section, but extends all over the country. We have already analyzed some of the leading returns in earlier issues, and on another page to-day review one or two of those that have come in during the past week. The rest are submitted without comment in the following tabulation.

GROSS AND NET EARNINGS TO LATEST DATE.

NAME.	July.			Jan. 1 to July 31.	
	Gross Earnings.	Operating Expenses.	Net Earnings.	Gross Earnings.	Net Earnings.
Ach. Topeka & Santa Fe—					
1884	1,301,639	817,563	483,773	8,948,454	4,019,712
1883	1,325,710	557,707	768,003	8,091,704	4,496,689
Burl. Cedar Rap. & North—					
1884	105,970	122,068	43,902	1,474,713	509,821
1883	105,980	135,370	69,510	1,476,847	384,455
Chesapeake & Ohio—					
1884	320,938	204,451	116,487	2,032,144	560,811
1883	335,318	207,573	127,655	2,132,061	663,308
Elizab. Lex. & Big Sandy—					
1884	74,857	42,358	32,498	707,817	107,718
1883	63,435	34,312	29,123	350,062	29,555
Ches. Ohio & South West—					
1884	108,671	71,323	37,348	719,645	119,314
1883	100,594	76,009	24,585	659,722	101,453
Chicago & North Western—					
1884	1,735,196	1,092,401	642,794	13,351,290	5,801,764
1883	1,824,705	1,039,751	784,954	13,329,068	6,166,501
Des Moines & Ft. Dodge—					
1884	23,690	20,269	3,421	179,669	49,062
1883	25,227	19,000	6,226	161,633	24,650
Eastern—					
1884	346,285	185,376	160,909	1,944,678	.....
1883	334,732	162,992	171,740	1,072,394	.....
Port Worth & Denver—					
1884	50,359	23,620	26,739	280,000	118,000
1883	27,923	20,294	7,629	194,923	.....
Kent. & Central—					
1884	65,533	48,608	16,925	472,792	146,693
1883	80,730	30,851	49,879	420,567	103,030
Louisville & Nashville—					
1884	1,070,101	624,877	445,224	7,016,319	2,680,714
1883	1,124,779	657,010	467,769	7,500,159	2,902,455
Rashv. Chatt. & St. Louis—					
1884	187,475	108,092	79,383	1,332,656	599,073
1883	195,498	98,762	96,736	1,297,458	577,459
N. Y. Lake Erie & West—					
1884	1,784,630	1,242,336	542,294	11,250,151	1,977,717
1883	2,111,462	1,494,685	616,777	12,278,810	3,377,011
N. Y. & New England—					
1884	276,917	221,125	55,792	1,867,716	349,760
1883	529,151	259,673	269,478	1,985,470	230,401
Norfolk & Western—					
1884	185,824	100,501	78,323	1,492,726	595,672
1883	219,188	122,216	96,972	1,428,623	508,608
Northwestern—					
1884	53,049	44,500	8,549	397,279	35,163
1883	78,558	56,827	21,731	434,918	64,538
Northern Central—					
1884	477,516	306,200	171,316	3,697,777	1,119,590
1883	414,924	297,855	117,069	3,419,135	1,254,183
Penn. (all lines east of Pitts- burg & Erie)—					
1884	3,069,655	2,567,969	1,301,716	27,322,331	9,503,358
1883	4,130,650	2,638,216	1,492,434	28,483,549	10,011,560
Philadelphia & Erie—					
1884	724,721	106,950	127,745	1,541,533	670,490
1883	320,032	243,715	115,317	2,372,271	607,437
Philadelphia & Reading—					
1884	2,777,792	1,557,013	1,210,779	12,877,968	5,178,028
1883	2,670,004	1,589,972	1,430,432	13,644,954	6,046,890
Phila. & Read. Coal & Iron—					
1884	1,433,681	1,385,167	47,717	8,487,039	61,295,737
1883	1,439,747	1,374,822	64,925	8,611,354	144,982
Rome Wat. & Ogdensburg—					
1884	152,882	91,453	58,227	801,853	257,396
1883	142,170	100,131	42,039	875,247	94,427
Union Pacific—					
1884	2,388,343	1,063,693	1,324,650	13,441,137	5,170,180
1883	2,491,033	1,204,186	1,286,847	15,063,757	7,614,323
Utah Central—					
1884	89,271	41,528	47,748	563,640	298,210
1883	86,039	41,747	44,292	609,518	334,068
West Jersey—					
1884	178,537	98,417	80,115	700,030	295,327
1883	178,147	88,628	89,519	626,046	251,944

NAME.	June.			Jan. 1 to June 30.	
	\$	\$	\$	\$	\$
Central Pacific—					
1884	1,043,218	1,402,438	540,780	10,439,020	2,619,215
1883	2,120,223	1,270,268	850,568	11,515,125	4,092,025
Cin. Ind. St. Louis & Chic.—					
1884	192,438	129,558	63,880	1,089,009	397,622
1883	194,969	140,077	50,892	1,158,134	411,791
Connotton Valley—					
1884	27,520	10,118	8,402	.....	.....
East Tenn. Va. & Georgia—					
1884	307,810	218,844	88,966	1,894,270	627,802
1883	304,897	181,403	123,494	1,885,200	637,307
Ft. & Pere Marquette—					
1884	.....	.....	.....	1,215,440	383,537
1883	.....	.....	.....	1,267,749	431,094
Little Rock & Fort Smith—					
1884	.....	.....	.....	236,945	73,984
1883	.....	.....	.....	242,937	73,713
Oregon Improv'm't Co.—					
1884	278,725	210,198	68,528	1,601,085	352,505
1883	358,217	243,208	121,400	1,824,004	540,884
Southern Pacific (No. Div.)—					
1884	127,930	68,818	59,112	614,979	292,673
1883	124,194	66,985	57,209	561,659	245,599

NAME.	May.			Jan. 1 to May 31.	
	\$	\$	\$	\$	\$
Clev. Col. Cin. & Indianap.—					
1884	.....	.....	.....	1,493,214	330,115
1883	.....	.....	.....	1,645,223	444,203
So. Pacific Cal. (So. Div.)—					
1884	315,744	107,738	118,006	1,482,087	.....
1883	382,875	182,170	200,705	1,741,658	.....
Arizona Division—					
1884	162,440	79,210	80,230	798,750	446,283
1883	214,802	77,089	107,113	1,047,259	656,956
New Mexico Division—					
1884	62,113	20,110	32,073	294,640	180,785
1883	77,785	32,176	35,609	328,197	177,093

* Including 68 per cent of earnings and entire working expenses of the New York, New Haven & Hartford Railroad for the whole of this year and after May 1, 1883.

† Embracing operations of Central of New Jersey 1st June and July of both years, but not prior to that in either year.

‡ Includes in both gross and net \$44,326 charged off by order Prest. Adams.

COTTON MOVEMENT AND CROP OF 1883-84.

Our statement of the cotton crop of the United States for the year ending Sept. 1, 1884, will be found below. It will be seen that the total crop this year reaches 5,714,052 bales, while the exports are 3,916,579 bales, and the spinners' takings are 1,889,163 bales, leaving a stock on hand at the close of the year of 111,733 bales. The whole movement for the twelve months is given in the following pages, with such suggestions and explanations as the peculiar features of the year appear to require. The first table indicates the stock at each port Sept. 1, 1884, the receipts at the ports for each of the past two years, and the export movement for the past year (1883-84) in detail, and the totals for 1882-83 and 1881-82.

PORTS.	Receipts for Year ending—		Exports Year ending Sept. 1, 1884.				Stock Sept. 1, 1884.
	Sept. 1, 1884.	Sept. 1, 1883.	Great Britain.	Chan- nel.	France.	Other Foreign.	
Louisiana..	1,529,158	1,690,479	787,787	.....	363,111	309,082	1,452,080
Alabama...	240,215	313,228	56,157	.....	.....	1,880	57,537
So. Carolina	432,886	590,914	111,219	.....	24,497	137,904	273,710
Georgia.....	661,641	824,250	154,346	1,300	15,430	188,717	359,709
Texas.....	6,619	887,418	245,384	6,465	54,766	80,005	372,620
Florida.....	45,593	20,198	.....	.....	.....	.....	3,751
No. Carolina	173,601	181,528	35,181	4,232	.....	3,829	47,242
Virginia.....	744,707	955,233	253,922	.....	.....	20,558	274,510
New York...	108,639	138,227	508,619	.....	30,060	133,252	656,541
Boston.....	191,450	192,311	120,824	.....	.....	5,637	185,861
Phila. & Co.	89,281	112,702	107,030	.....	.....	3,638	111,264
Baltimore...	26,075	72,029	116,988	.....	1,898	57,366	170,252
Port'd, &c.	917	1,201	2,350	.....	.....	.....	2,330
S. Francisco	.....	.....	2,162	.....	.....	.....	2,162
Totals—							
This year	4,850,575	.....	2,409,326	11,907	409,368	935,883	3,016,570
Last year	.....	6,019,738	2,888,468	43,090	440,107	1,374,044	4,745,769
Prev. yr.	.....	4,720,364	2,311,700	80,090	381,580	821,065	3,505,031

These figures are only the portion of the receipts at these ports which arrived by rail overland from Tennessee, &c.

By the above it will be seen that the total receipts at the Atlantic and Gulf shipping ports this year have been 4,850,575 bales, against 6,019,738 bales last year and 4,720,364 bales in 1881-82, and the exports 3,916,579 bales, against 4,745,769 bales last season and 3,505,031 bales the previous season, Liverpool getting out of this crop 2,470,319 bales. If now we add the shipments from Tennessee and elsewhere direct to manufacturers, and Southern consumption, we have the following as the crop statement for the three years.

	Year Ending September 1.		
	1883-84.	1882-83.	1881-82.
Receipts at the shipping ports, bales	4,850,575	6,019,738	4,720,364
Ad't shipments from Tennessee, &c., direct to manufacturers...	529,477	641,496	477,481
Total	5,380,052	6,661,234	5,197,845
Manufactured South, not included above	331,000	331,000	238,000
Total Cotton Crop for the Year.....bales	5,714,052	6,992,234	5,435,845

The result of these figures is a total of 5,714,052 bales as the crop of the United States for the year ending Aug. 31, 1884. We now give in detail the processes by which the above conclusions have been reached.

Overland and Inter-State Movement.

Although the foregoing figures indicate that the yield this year is over $1\frac{1}{4}$ million bales less than a year ago, the overland movement has kept up quite closely to last season's total. The truth is, northern mill-takings by rail have become pretty constant quantity not controlled by the output of the crop, but increasing steadily with the growth of spindles, influenced of course by the varying activity in northern consumption, and in a limited way by the lack of suitable staple some years raised in special districts. To certain of our mills this route must always remain the cheaper. Not a few can bring their supply by rail direct from the Southern plantation to their very doors without breaking bulk; while the facilities of others are such that the land and water carriage are kept in pretty close competition, both routes tending all the time to lower rates. This fact should not be overlooked in comparing cost of manufacture North and South, too much importance being usually given to a saving in freight on the raw material.

In this connection it is interesting to compare the portion of the crop which annually seeks a market overland, and the portion which follows the Southern outports. One fact is apparent this year, and that is that the falling off in the total yield has not been evenly distributed among the Southern

markets; as for instance, New Orleans records 1,529,158 bales *net* received this season, against 1,690,479 bales last season,—that is a loss of only 161,000 bales; whereas if it had lost in proportion to the falling off in the crop its receipts would have shown a loss of over 303,000 bales. Consequently the percentage marketed through New Orleans this year is 26.76 per cent, against 24.17 last year and 21.91 in 1881-82. This is due largely to its increased facilities. In the following table of percentages one can see at a glance the comparative position the different ports have held as marketing centres for a series of years.

Per cent of Crop Received at—	1883-84.	1882-83.	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.	1876-77.	1875-76.	1874-75.
Wilmington, &c.	03.03	02.50	03.40	02.25	01.65	02.08	03.13	03.08	02.31	02.95
Norfolk, &c.	13.04	14.24	14.96	14.18	13.22	11.20	10.68	12.84	11.33	10.91
Charleston, &c.	07.56	08.45	09.61	10.19	08.50	10.00	09.37	10.43	08.92	11.15
Savannah, &c.	11.58	11.79	13.64	13.51	12.88	13.89	12.57	10.93	11.24	15.74
Florida	03.80	02.29	00.43	03.29	03.30	01.12	00.45	00.52	00.33	00.29
Mobile	04.29	04.48	04.88	05.95	06.23	07.14	08.71	05.05	08.02	08.37
New Orleans	28.76	24.17	21.91	21.37	20.13	23.40	28.92	23.64	30.33	25.93
Galveston, &c.	10.63	12.69	08.45	10.83	08.60	11.47	09.00	11.30	10.47	09.61
N. Y., Boston, &c.	07.29	07.39	09.56	07.48	09.07	06.75	06.89	09.21	06.77	05.29
Total through all ports	81.89	80.00	86.84	89.15	89.87	87.03	90.32	90.03	89.76	91.24
Overland <i>net</i> ...	09.29	09.18	05.78	07.74	10.02	06.35	06.60	06.00	07.13	05.33
Southern con- sumption	03.85	04.73	04.38	03.11	03.11	03.00	03.05	03.28	03.11	03.40
Tot. U. S. crop.	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

In the above table we have only figured what is called the *net* overland, as the remainder of the *gross* amount is counted either at New York, Boston, &c., or at the Southern ports where it first appears in receipts. Still, the entire *gross* amount reaches a market by some all-rail route, and hence in measuring the overland we can only do so correctly by using the *gross* figures. To show, therefore, the progress made in the movement since 1874-75, we give the following statement of total crop and overland, and percentages of increase and decrease of each for a series of years.

Crop of	Total Yield.	Gross Overland.	Increase and Decrease—	
			Of Crop.	Of Overland.
	Bales.	Bales.	Per Ct.	Per Ct.
1883-84	5,714,052	1,049,070	Decrease 18.23	Decrease 13.07
1882-83	6,992,234	1,217,215	Increase 28.61	Increase 07.26
1881-82	5,135,815	1,134,788	Decrease 17.50	Increase 4.10
1880-81	6,589,329	1,090,067	Increase 14.43	Decrease 7.71
1879-80	5,757,397	1,181,147	Increase 13.48	Increase 32.47
1878-79	5,073,531	891,619	Increase 5.45	Increase 28.54
1877-78	4,811,265	693,640	Increase 7.26	Increase 8.91
1876-77	4,483,123	636,886	Decrease 3.94	Decrease 9.50
1875-76	4,669,288	703,780	Increase 21.81	Increase 52.42
1874-75	3,832,991	461,751	Decrease 8.00	Decrease 7.11
Change from season of '74-75 to '83-84			Increase 49.07	Increase 126.98

In determining this year the portion of the crop forwarded by each of the different overland routes, we have introduced no new features. And yet, to prevent any misunderstanding, we repeat our explanation given in previous reports.

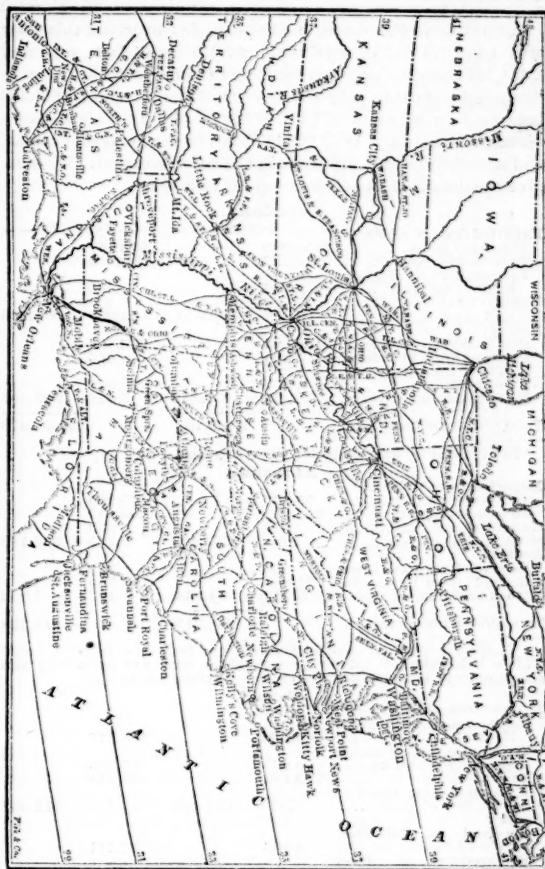
First.—We have followed our usual plan of counting each bale of cotton at the Southern outlet where it first appears. This is a simple rule applying to every part of our annual cotton crop report. In this way we not only preserve the unity of the report, and therefore simplify it, but, as a consequence, also make it more intelligible and less liable to error.

Second.—From the gross carried overland we consequently deduct all cotton shipped by rail from Southern outports to the North. For instance, from New Orleans, Mobile, &c., frequent shipments are thus made, an account of which is kept, but it is all included in the crop of New Orleans or Mobile, &c., as the case may be, when it appears there, and therefore when the same cotton appears again in the overland, it must of course be deducted, or it will be twice counted.

Third.—We deduct from overland, likewise, the small amounts taken from the Southern outports for Southern consumption. They, also, for the sake of unity and simplicity, are counted at the outports where they first appear. But, as is well known, the entire Southern consumption is made up in an item by itself and added to the crop. Hence, unless these small lots which thus go into Southern consumption from the Southern outports are deducted somewhere, they will be twice counted.

Fourth.—We also deduct the arrivals during the year by railroad from the West and South at New York, Boston, Baltimore, Philadelphia and Portland. Those receipts reached these ports by coming across the country, and appear in our weekly totals, becoming a part of the receipts at the ports, under the heads of "New York," "Boston," &c. All this cotton, then, having been counted during the year, must now be deducted as has been done.

To add interest to the foregoing explanations, and to give each reader the power to trace the course of the overland movement, we insert our usual map, corrected by adding the new lines constructed during the twelve months.



[NOTE.—In designating through routes in the above map, the name of the main company or system alone is used. Thus the New York Central is given as running all the way to Chicago and all the way to St. Louis; notwithstanding the Central proper terminates at Buffalo, and reaches Chicago over the Lake Shore, and St. Louis over the Cleveland Columbus Cincinnati & Indianapolis, the Indianapolis & St. Louis and the St. Louis Alton & Terre Haute. But, as these connecting lines are all controlled by the same parties that control the main system, for the sake of simplicity the name of the parent company alone appears. The same remark applies to the great systems of the South, like the Louisville & Nashville, the East Tennessee, the Richmond & Danville, the Chesapeake & Ohio, the Cincinnati Southern, &c. The latter, for instance, is made up of quite a number of pieces of road, each in a separate organization, but all being in the possession of the Erlanger syndicate.]

With the above diagram and explanations, nothing further is needed to make plain the following statement of the movement overland for the year ending Sept. 1, 1884.

	1883-84.	1882-83.	1881-82.
Amount Shipped—			
From St. Louis	303,732	461,054	388,200
Over Illinois Central	56,308	22,493	5,523
Over Cairo & Vincennes	181,225	198,242	157,462
Over the Mississippi River, above St. L.	77,364	111,594	103,096
Over Evansville & Terre Haute	30,739	27,799	14,929
Over Jeffersonville Mad. & Indianapolis	66,110	50,291	104,088
Over Ohio & Mississippi Branch	92,639	62,551	26,495
Over Louisville Cincinnati & Lexington	63,138	52,705	109,417
Receipts at Cincinnati by Ohio River	22,073	52,086	61,538
Receipts at Cincinnati by Cin. South'ru	75,255	71,691	133,573
Over other routes	70,044	93,614	13,299
Shipped to mills, not included above	10,443	12,789	17,163
Total gross overland	1,049,070	1,217,215	1,134,788
Deduct—			
Receipts overland at N. Y., Boston, &c.	416,392	516,490	519,405
Shipments between (or South from) Western interior towns	46,260	13,228	5,561
Deduct also Shipments inland and Tak- ings for Southern Consumption from the following Southern ports—			
Galveston	418	194	15,499
New Orleans	9,047	8,124	16,822
Mobile	23,989	27,630	82,565
Savannah	1,140	2,100	2,035
Charleston	8,059	2,731	
North Carolina ports	2,936	754	5,590
Virginia ports	11,332	2,463	9,830
Total to be deducted	519,593	575,719	637,307
Leaving total net overland*	529,477	641,496	497,481

* This total includes shipments to Canada by rail, which during 1883-84 amounted to 23,100 bales, and are deducted in the statement of consumption.

According to the above, the total carried overland this year was 1,049,070 bales, against 1,217,215 bales last year and 1,134,788 bales the previous year, and the movement direct to manufacturers this year reaches 529,477 bales, against 641,496 bales a year ago and 477,481 bales in 1881-2. This shows a decrease from last year of 168,145 bales in the *gross* movement, and a decrease of 113,019 bales in the *net* movement. We now give the details of the entire crop for two years.

Louisiana.

	1883-84.	1882-83.
Exported from N. Orleans:		
To foreign ports	1,452,989	1,603,947
To coastwise ports	281,727	352,679
To Northern ports, &c., by river and rail	1,597	969
Manufactured*	7,450	7,155
Stock at close of year	16,256—1,763,010	53,629—2,018,379
Deduct:		
Received from Mobile	169,481	223,894
Received from Florida, &c.	309	16
Received from Galveston and Indian oil	10,433	98,967
Stock beginning of year	53,629—233,852	8,023—327,900
Total product of year	1,529,153	1,690,479

* In overland we have deducted these two items.

Alabama.

	1883-84.	1882-83.
Exported from Mobile:		
To foreign ports	57,537	45,290
To coastwise ports	244,795	266,057
Manufactured	610	630
Stock at close of year	1,611—264,533	3,203—315,180
Deduct:		
Receipts from N. Orleans	50	195
Receipts from Pensacola	21,085	1,560
Stock beginning of year	3,203—24,338	197—1,952
Total product of year	240,215	313,228

* Under the head of coastwise shipments from Mobile are included 23,379 bales shipped inland by rail, which, with 610 bales local consumption, will be found deducted in the overland movement.

Texas.

	1883-84.	1882-83.
Exp'd from Galvest'n, &c.:		
To foreign ports (except Mexico)	358,794	498,517
To Mexico, from Galveston, Eagle Pass, &c.	13,826	27,855
To coastwise ports*	259,134	368,949
Burnt and manufactured	2,829—634,633	17,611—912,932
Deduct:		
Received at Galveston from Indianola, &c.	9,903	17,241
Received at El Paso from Galveston	200	—
Stock beginning of year	17,611—27,714	8,273—25,514
Total product of year	601,919	887,418

* Coastwise exports are made up as follows: 249,520 bales from Galveston and 9,614 bales from Indianola, &c., 1,075 bales received at Galveston from Indianola, &c., being subsequently deducted. Included in coastwise exports are 418 bales carried from Galveston North by rail, which are deducted in overland.

Florida.

	1883-84.	1882-83.
Exported from Fernandina, &c.:		
To foreign ports	3,751	862
To coastwise ports	41,842	19,336
Stock at close of year	—45,593	—20,198
Deduct:		
Stock beginning of year	—	—
Total product of year	45,593	20,198

* These figures represent this year, as heretofore, only the shipments from the Florida outports. Other Florida cotton has gone inland to Savannah, Mobile, &c., but we have followed our usual custom of counting that cotton at the outports where it first appears.

Georgia.

	1883-84.	1882-83.
Exported from Savannah:		
To foreign ports—Upland	358,150	418,385
To foreign ports—Sea Island	1,619	613
To coastwise ports—Upland	296,379	391,654
Sea Island	7,572	11,442
Export'd from Brunswick, &c.:		
To foreign ports	—	2
To coastwise ports	9,897	8,636
Burnt	3,181	206
Manufactured	1,160	2,100
Stock at close of year—Upland	1,183	4,235
Sea Island	91—679,262	15—840,292
Deduct:		
Received from Mobile and New Orleans	—	1,944
Received from Charleston, Brunswick, &c.	7,369	6,437
Received from bank John Boyd (returned)	2,000	—
Received from Florida—Upland*	2,661	886
Sea Island*	1,341	1,378
Stock beginning of year—Upland	4,235	5,331
Sea Island	15—17,621	66—16,042
Total product of year	661,641	824,250

* These are only the receipts at Savannah from the Florida outports, and, being counted in the Florida receipts, are deducted here. Besides these amounts, there have also been 13,354 bales Upland and 6,591 bales Sea Island, from the interior of Florida, received at Savannah, during the year by rail.

South Carolina.

	1883-84.	1882-83.
Exported from Charleston, &c.:		
To foreign ports—Upland	270,836	367,493
To foreign ports—Sea Island	2,874	5,480
* Included in the exports from Charleston are the exports from Port Royal and Beaufort, which were as follows this year—1883-84:		
To Liverpool—2,540 bales Upland and 100 Sea Island.		
To Bremen—2,550 bales Upland.		
To coastwise ports—3,268 bales Upland and 1,508 bales Sea Island.		

South Carolina—Concluded.

	1883-84.	1882-83.
To coastwise ports—Upland*	158,865	203,206
Sea Island	7,990	12,515
Export'd from Georgetown, &c.	2,338	4,816
Burnt at Charleston and other ports	3,616	421
Stock at close of year—Upland	453	3,432
Sea Island	124—446,996	9—597,372
Deduct:		
Received from Florida—Upland	—	1,216
Sea Island	2,419	—
Rec'd from Savannah, &c.—Upland	8,079	2,862
Sea Island	141	1,036
Stock beginning of year—Upland	3,432	1,200
Sea Island	9—14,110	64—6,458
Total product of year	432,886	590,914

* Included in this item are 8,059 bales, the amount taken by local mills and shipped to interior, all of which is deducted in overland.

North Carolina.

	1883-84.	1882-83.
Exp'd from Wilmington, &c.:		
To foreign ports	47,212	57,762
To coastwise ports*	124,433	122,267
Taken for consumption	1,164	743
Burnt	250	5
Stock at close of year	770—173,859	858—181,635
Deduct:		
Stock beginning of year	858—858	107—107
Total product of year	173,001	181,523

* Of these shipments 1,772 bales went inland by rail from Wilmington, and with local consumption are deducted in overland.

Virginia.

	1883-84.	1882-83.
Exported from Norfolk, &c.:		
To foreign ports	274,510	401,713
To coastwise ports	528,635	613,633
Taken for manufacture	10,358	2,468
Burnt	4,295	—
Stock at end of year, Norfolk and Petersburg	1,001—819,399	13,934—1,031,748
Deduct:		
Received from Wilmington	1,775	9,344
Received from other North Carolina ports	58,920	22,524
Received from Mobile	—	3,138
Stock beginning of year	13,931—74,629	1,489—36,515
Total product of year	744,770	995,233

** Norfolk, &c., exports are made up this year as follows: To foreign ports all the shipments are from Norfolk, except 31,129 bales from West Point, &c.; to coastwise ports all the shipments are from Norfolk, except 183,179 bales shipped from City Point, Richmond, Petersburg, &c. Includes 374 bales shipped to the interior, which, with 10,955 bales taken for manufacture, is deducted in overland.

Tennessee.

	1883-84.	1882-83.
Shipments—		
From Memphis	453,012	504,943
From Nashville	51,440	45,282
From other places in Tennessee, Mississippi, Texas, &c.	633,644	851,641
Stock in Memphis and Nashville at end of year	5,926—1,147,022	9,376—1,411,242
Deduct:		
Shipped from Memphis to New Orleans, &c.	131,866	135,708
Shipped from Memphis to Norfolk, &c.	53,013	106,278
Shipped from Nashville to Norfolk, &c.	6,898	8,956
Shipped direct to manufacturers	529,477	641,493
Stock at Memphis and Nashville at beginning of year	9,376—730,630	2,314—894,752
Total shipments to New York, &c.	416,392	516,490
Add shipments to manufacturers direct	529,477	641,496
Total marketed by rail from Tennessee, &c.*	945,869	1,157,986

* Except 103,201 bales deducted in overland, having been previously counted.

Total product detailed above by States for the year ending September 1, 1884.....bales 5,380,052
Consumed in the South, not included.....354,000

Total crop in the United States for the year ending Sept. 1, 1884.....bales 5,714,052

Below we give the total crop each year since 1836:

Years.	Bales.	Years.	Bales.	Years.	Bales.
1836-37	5,714,052	1866-67	2,439,039	1896-97	2,415,257
1837-38	6,992,234	1867-68	2,498,895	1897-98	2,171,706
1838-39	5,435,845	1868-69	2,039,271	1898-99	2,808,596
1839-40	6,589,329	1869-70	2,228,987	1899-00	2,424,113
1840-41	5,737,397	1870-71	2,932,339	1900-01	2,181,749
1841-42	5,073,531	1871-72	3,826,086	1901-02	2,170,377
1842-43	4,811,265	1872-73	4,823,770	1902-03	2,484,662
1843-44	4,485,423	1873-74	3,994,481	1903-04	2,105,579
1844-45	4,669,288	1874-75	3,238,902	1904-05	2,394,203
1845-46	3,832,991	1875-76	3,066,519	1905-06	1,688,675
1846-47	4,170,388	1876-77	3,645,345	1906-07	1,639,333
1847-48	3,930,508	1877-78	3,932,339	1907-08	2,181,749
1848-49	5,073,531	1878-79	3,035,027	1908-09	1,363,403
1849-50	4,811,265	1879-80	3,352,882	1909-10	1,804,797
1850-51	4,485,423	1880-81	3,690,020	1910-11	1,425,575

Consumption.

The reports of cotton consumption in Europe for the last three years illustrate how difficult it is to check expansion in an industry once in progress, or even to stop machinery once in motion. Each of those years has recorded a poor result to the manufacturer, and yet the outturn of goods and consequently the use of cotton has constantly increased. Thus

even the last season, the worst of all, the consumption has probably averaged 2,000 bales a week (of 400 lbs. each) in excess of 1882-83. So small an addition might not be deemed of importance by itself—though one could hardly have been surprised at even a falling off under such adverse circumstances as have existed—but its chief significance lies in the fact that this addition as stated follows two poor years, which have also added to their use of cotton, the first one 6,000 bales a week of 400 lbs. each and the second one 7,000 bales of same weight.

Still this growth in spindles, after the profit in running them has been almost wholly wiped out, is not singular under the circumstances. We have on a previous occasion called attention to the large expansion in this industry which has been in progress during late seasons; since 1878 the record is quite phenomenal. That year was the date of the recovery in the United States from prolonged depression, European expansion being concurrent with, and in good part a result of it. Comparing the period 1878 to 1884 with previous periods of similar length, the rapidity of recent development is more apparent. For the purpose of giving expression to that fact, we have prepared the following statement in bales of 400 lbs.—the European figures for the last six years being from Mr. Ellison's circulars, and the other European, together with all those for the United States, being from our own compilations in "Cotton from Seed to Loom." These figures are not the takings of the mills, but the actual consumption, and are all expressed in bales of 400 lbs.

	Great Britain.	Continent.	Total Europe.	United States.	Total World.
1866-67.....	2,500,000	1,703,000	4,203,000	822,000	5,085,000
1867-68.....	2,309,000	1,730,000	4,039,000	959,000	5,058,000
1868-69.....	2,463,000	1,411,000	3,920,000	1,033,000	4,970,000
1869-70.....	2,663,000	1,584,000	4,347,000	1,012,000	5,359,000
1870-71.....	2,805,000	1,906,000	4,711,000	1,109,000	5,820,000
1871-72.....	3,015,000	2,057,000	5,072,000	1,240,000	6,312,000
Average.....	2,646,000	1,740,000	4,386,000	1,033,000	5,419,000
1872-73.....	3,084,000	2,032,000	5,116,000	1,309,000	6,425,000
1873-74.....	3,128,000	2,064,000	5,192,000	1,440,000	6,632,000
1874-75.....	3,088,000	2,240,000	5,328,000	1,328,000	6,656,000
1875-76.....	3,176,000	2,403,000	5,579,000	1,503,000	7,082,000
1876-77.....	3,183,000	2,378,000	5,561,000	1,579,000	7,140,000
1877-78.....	3,038,000	2,560,000	5,547,000	1,725,000	7,272,000
Average.....	3,116,000	2,271,000	5,387,000	1,481,000	6,868,000
1878-79.....	2,843,000	2,590,000	5,439,000	1,784,000	7,223,000
1879-80.....	3,350,000	2,750,000	6,100,000	1,081,000	8,081,000
1880-81.....	3,572,000	2,956,000	6,528,000	2,118,000	8,646,000
1881-82.....	3,640,000	3,108,000	6,838,000	2,197,000	9,037,000
1882-83.....	3,770,000	3,437,000	7,207,000	2,375,000	9,582,000
1883-84.....	3,800,000	3,510,000	7,310,000	2,375,000	9,685,000
Average.....	3,496,000	3,074,000	6,570,000	2,138,000	8,708,000

* The figures for European Consumption for 1882-83 will probably be changed slightly by Mr. Ellison when he makes up his October annual circular, and that will change the above estimate for this year, leaving it a little larger than the actual. But the above is substantially correct.

By grouping the above into six-year periods as we have done, one is able more easily to observe and measure the later movement. Such marvellous industrial energy as the figures from 1878 to 1884 disclose could not of course be suddenly arrested. Had we included India in the above, which has only assumed importance as a manufacturing centre within the same period, the contrast would be even more marked. Yet without that country the statement is perhaps sufficiently suggestive, for we see that during the last six years the annual consumption has developed from 7,272,000 bales of 400 lbs. in 1877-78 to 9,685,000 bales of same weight in 1883-84, or an increase of 2,413,000 bales, whereas during the previous six years the increase was only 960,000 bales, and during the entire twelve years from 1866 to 1878 it was but 2,187,000 bales.

A useful fact in the same connection is the proportion of this growth in spinning power for which American cotton has provided. It is quite interesting in studying industrial progress to note sometimes how strangely hand-to-hand demand and supply develop. Extra spindles would have been of no use, our immense cotton crops would have been a drug, had not the two increased concurrently, and the large increased yield here would seem to have been impossible a few years earlier. These same relations between a want and its supply may be observed in earlier periods. Of course all know how the world's cotton production is made up to-day, but the relative position of America and other sources of supply now, compared with years long gone by, is not so well known, as old statements of supply do not indicate the real fact, being usually given in ordinary bales. Of course in that case an increase in American heavier weights does not figure for as much as it really is. We have therefore prepared the following, showing the world's supply of cotton in average bales of 400 lbs. each since 1866-7.

WORLD'S SUPPLY OF COTTON FROM 1866 TO 1884.
(In bales of 400 lbs.)

Year.	United States Crop.	Supply from other Sources.	Total Supply Exclusive of Stocks.
1866-67.....	2,230,000	2,178,000	4,408,000
1867-68.....	2,718,000	2,107,000	4,825,000
1868-69.....	2,652,000	2,564,000	5,216,000
1869-70.....	3,431,000	2,113,000	5,544,000
1870-71.....	4,733,000	2,023,000	6,756,000
1871-72.....	3,241,000	3,036,000	6,277,000
Average from 1866 to 1872.....	3,167,000	2,337,000	5,504,000
1872-73.....	4,233,000	2,083,000	6,366,000
1873-74.....	4,597,000	2,321,000	6,917,000
1874-75.....	4,216,000	2,309,000	6,525,000
1875-76.....	5,171,000	2,018,000	7,189,000
1876-77.....	4,933,000	1,897,000	6,830,000
1877-78.....	5,425,000	1,506,000	6,931,000
Average from 1872 to 1878.....	4,771,000	2,022,000	6,793,000
1878-79.....	5,637,000	1,398,000	7,035,000
1879-80.....	6,556,000	1,894,000	8,450,000
1880-81.....	7,519,000	1,857,000	9,356,000
1881-82.....	6,673,000	2,510,000	9,583,000
1882-83.....	8,658,000	2,350,000	10,408,000
1883-84.....	6,410,000	2,101,000	8,584,000
Average from 1878 to 1884.....	6,721,000	2,015,000	8,736,000

The foregoing shows that the contribution of other countries during all these years has been almost stationary, the average for the first period (1866-72) being 2,337,000 bales, and for the second period (1872-78), being 2,022,000 bales, and for the third period (1878-84) being 2,015,000 bales. On the other hand, the American supply has undergone a remarkable expansion, and to-day we have an acreage under cotton which, if the year were every way favorable, would produce at least 7 million bales, of ordinary weights—or say 8 million bales of 400 lbs. each. In other words, we thus find that the increased spindles have been fed wholly by an increased American production; and, furthermore, we are authorized to conclude that if the world can use the cotton at paying rates, we shall probably produce the next six years an annual average very nearly up to this total.

How much of this staple, then, is Europe likely to want in coming years? Of course we cannot find room here for even a partial investigation of that subject, and yet we must say that we by no means take so hopeless a view of spinners' prospects, even in Great Britain, as the late annual report of the Cotton Spinners' Association seems to assume. There is certainly very little force in the argument that, because spinning has been unremunerative for three years or more, that it is to remain so much longer. Cycles of depression always have and will come, and always produce weeping prophets who think every trade is in a state of general decay. In this case it should also be remembered that the depression is world-wide; that enterprise is everywhere checked, so that the power to consume goods not only has not kept pace with the growth that has been in progress in spindles, but has been actually lessened. Now at such a time to argue about India's little contribution toward supplying the wants of the East (India's entire exports of cotton goods of her own make in 1883-4 being valued at £2,853,170, against Great Britain's £33,000,000) seems to us very illogical. India can only increase her outturn of goods by an increase of spindles, and that is a very slow matter anyway; while if times improve, consumption will revive and also will increase, as in the past—for the entire history of the trade shows that—making plenty of room for England and India also. Furthermore, unless spinners' stocks of goods in England are larger than we suppose, Great Britain must be increasing her home consumption even now; for her outturn of goods is considerably more, while her total export has this year actually diminished. May it not be that the better crops the United Kingdom has been blessed with the last two seasons have enlarged the purchasing power of her people, and may we not anticipate similar benefits to accrue from the excellent results the farmers will secure this year all over Europe?

But we did not intend to dwell upon this point. We cannot help adding, however, that there is, in our opinion, one thing which to-day more than all things else stands in the way of progress throughout the world in this and all other industries, and that is the condition of silver, and we look for no recovery and expansion like that in 1878 and subsequent years, until its status is more definitely determined than now. We should say in explanation of the very considerable contraction in consumption in Great Britain as the year closes, that it is special, and due largely to the prospect of a large American crop and lower prices for the raw material later on. With a very slight margin to the spinner on goods, with trade in all departments

inactive and dragging, and with the visible and invisible supplies of cotton very small, there is a double reason to the manufacturer for restricting production, since any urgency now in the demand for cotton would necessarily put up the price materially, whereas if the crop is to be a large one the prospect is that it will be decidedly lower later on; and furthermore, prices of goods will not follow an apparently temporary rise in cotton under such circumstances of trade as now exist.

With regard to the United States, it is scarcely necessary to say that the year has also been a poor one for the cotton spinner. That was the report we had to make last year, but the conditions since then have grown worse instead of better, especially during the last six months, shaping themselves so as to prove about as adverse as possible. Of course, however, a poor season does not press with equal severity upon all. This is true of every industry. Many furnaces can even turn out iron to-day at a profit. It may be freedom from debt, more working capital, greater skill and economies in management, better machinery and facilities, more favorable situation with reference to the raw material and to a market—some or all of these combined give the advantage, so that while the ill-favored mill fails, the other earns its dividend. Often also the single fact as to time of purchasing cotton entails great loss or corresponding profit. Many mills are nearly always fortunate in this way, but success in that particular is impossible without capital as well as judgment, and even then all make mistakes sometimes.

A point which, for the last two or three years, has worked against a certain class of our Northern mills has been Southern competition. Spindles have been increasing very rapidly in the South during that period, and even during the past twelve months many new factories have been set in motion, being in most part mills which were in process of construction when last season closed. The competition between the two sections is mainly felt in the coarser goods, which form the chief supply of the South, freights for the raw material being obviously more of an item in such cases. Many argue, from results already obtained, an entire change in the location of the spinning industries of the country. This is a very hasty conclusion. The past proves simply that up to this time spinning has in general been successful there, in some cases very successful. The same is, however, true of mills in the East; a good proportion of them are even making money to-day. Experience of that kind settles but little therefore.

Furthermore, relative cost of production is a very difficult question to analyze. In the first place poor management can waste the best advantages, while good management makes circumstances favorable where it does not find them so. Take the main question, that of freights. There is scarcely a year when correct judgment as to time and place of buying does not count for much more than any possible difference in handling and moving the cotton. Then, again, rail competition direct and continuous between the Northern mill and almost every Southern market however small, with the telegraph communicating, gives the opportunity to the Northern spinner of picking up cheap and suitable lots of cotton, and getting them forwarded at surprisingly small cost. The roads being built must have business, and besides there is always a tendency, in rates and prices of commodities, in the direction of equalizing advantages between the producer of the raw material and different centers of manufacture. In heavy articles this conformity can only be very partial, but in lighter commodities the difference in the end is so small as to count but little. Finally, even where a considerable advantage might be possible in case of a single mill in a Southern locality able to select its staple in its immediate vicinity, it would be evidently lessened if not wholly lost where the same locality became a center of Southern manufacture. In a word, experience and theory both seem to teach that the cotton spinner, whether in Massachusetts or Georgia, will secure in the long run much less benefit than is generally imagined through a difference in rates on the raw material—not enough to make it of much importance, except it may be on the coarser goods.

These suggestions have been drawn out by the extravagant claims in the particular referred to, made during the past year in behalf of the Southern spinner. Beyond a doubt, cotton manufacture in the South is a success, and will continue to be a success in the future; but that it is growing up on conditions that mean decadence of that industry in the East is as chimerical as many of the theories which find their origin in these depressed times. We may say in general, that fine goods pay best in the North, coarse goods pay best in the

South, and it is natural and probable that future development in power, will in the main follow these lines of greatest profit. To-day the country has too many spindles, the excess being largely due to this new and therefore double activity in their production. In the North the usual progress was making, while in the South another center of manufacturing energy was developing. A somewhat similar process and result appears between Great Britain and the Continent. Thus in 1871-2 Great Britain consumed 3,015,000 bales (400 lbs.) of cotton, and the Continent 2,057,000 bales (400 lbs.); but in 1883-4 Great Britain consumed 3,800,000 bales (400 lbs.), and the Continent 3,510,000 bales (400 lbs.). In other words, Great Britain kept up pretty near its old rate of increase under which the world's growing demand for goods had hitherto been supplied, while the Continent, instead of adding on an average but about 2 per cent a year as from 1866-7 to 1871-2, added a yearly average of about 7 per cent from 1871-2 to 1883-4.

Such a growth, in the capacity for production, could only have been attained at a time when industries were very greatly stimulated, so that the increased power could find profitable employment and its excess not be apparent. We all know that in the United States the needed conditions existed. Railroad building in America affords a good measure, and the best evidence, of the high pressure applied to production of every kind during the years covered by this growth in spindles. It went on, of course, after business slackened, and until the work then in contemplation or begun was finished. In the South, building new mills and enlarging old ones kept up a little later, as the home and near-by markets continued longer to furnish a good demand for its limited production. Now, however, the industry everywhere finds itself overtaken with this double pressure—spindles not only excessive but still increasing, and business activity not only slackened as at first, but growing more depressed each succeeding six months. It is not surprising, therefore, that the supply of goods should prove burdensome, and especially of those descriptions in which the North and South come in competition. The situation was very similar last year, only the unfavorable conditions have been aggravated this year, becoming in many cases unendurable since the May panic. What makes it more irksome to the manufacturer is the fact that the surplus stocks are now all thrown back on the mills, jobbers and interior merchants refusing to buy in excess of immediate wants. As a consequence, mill paper in some cases, where surplus capital is small, is very abundant, some banks being full of it, a feature of the general situation which a short time since caused some anxiety in financial circles.

The mere recital of these facts shows clearly enough the wisdom and remedial effects of the present movement to curtail production. The need of short time had long been manifest. Last April a concerted effort was made to secure that end by obtaining the consent of three-quarters of the New England mills to an agreement stopping production one day each week for two months. The effort, as will be remembered, was unsuccessful, not for the reason that its necessity was then unperceived, but because some thought the proposed remedy quite insufficient, others with a supply of low-price cotton on hand could afford to run at current rates and so wished to, others were producing materials that were not in any great excess and felt no pressure, while many well-managed mills with modern machinery and an abundance of working capital were and still are making money all the time. These latter classes would of course like to see their neighbors stop; for by checking the accumulation of goods the market would become steadier in all its departments, while it would weaken prices of the raw material; but the most of them showed no disposition to favor the movement by their co-operation, so it failed. After the panic, however, the option no longer remained within the control of many of the spinners. That and subsequent events affected not only the demand for goods but also the power to carry stocks, while at the same time the prices of cotton were high and likely to go higher if consumption was kept up. Hence short time was entered upon, not mainly by concert of action or individual preference, but under the force of circumstances, some stopping in June, more in July, still more in August, and in the early part of September, as we write, more than half the spindles in the country are probably idle, curtailing the production of goods quite materially and giving a steadier tone to the goods market.

What has been said above sufficiently indicates the direction in which the pressure has been most severe the past season.

Speaking generally, we may say that all mills not having modern machinery, and in every other way adapted for doing work cheaply, have made a loss. Besides that distinction, we may add that fine plain goods have suffered least; and yet no department in the whole trade has met an active inquiry. In print cloths the results have been so poor that the movement to shut down assumed a more organized form. Under an arrangement entered into between them, nearly all the mills at Fall River closed, and in one week reduced the production which had kept up to about 170,000 pieces weekly to 15,000 pieces. For reasons which seemed sufficient to themselves they then started up again and close the year with a stock of about 580,000 pieces, against 225,000 pieces last year. The total stock of printing cloths at the several manufacturing centres August 31 was 1,375,000 pieces, against 695,000 pieces same time last year. In this connection the fact should be stated that during the year there has been very little gain to the manufacturer anywhere by lessening the cost of production. Wages are scarcely any lower, though a partial reduction was secured in some cases; but as cost of living is much less than it was, the condition of operatives is more comfortable than it has been for a long time. This is satisfactory not only in itself, but as a drop in wages may become necessary later on, it is well to know that there is a good basis for such a movement. The daily ruling prices for print cloths have been as follows.

DAILY PRICES OF PRINTING CLOTHS FROM SEPT. 1, 1883, TO AUG. 31, 1884.

Day.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April	May	June	July	Aug.
1.	3.46	3.69	3.66	3.48	II.	3.63	3.46	3.50	3.50	g.	3.25	3.25
2.	S.	3.67	3.62	S.	3.44	3.63	S.	3.56	3.50	3.44	3.25	3.25
3.	3.46	3.67	3.62	3.48	3.44	S.	3.46	3.56	3.50	3.44	3.25	3.25
4.	3.44	3.65	S.	3.48	3.44	3.63	3.41	3.50	S.	3.49	II.	3.25
5.	3.46	3.65	3.62	3.47	3.41	3.63	3.41	3.50	3.50	3.39	3.25	3.25
6.	3.46	3.65	II.	3.47	3.41	S.	3.63	3.37	S.	3.50	3.25	3.25
7.	3.46	S.	3.61	3.46	3.44	3.63	3.37	3.56	3.50	3.37	3.25	3.25
8.	3.46	3.65	3.50	3.46	3.44	3.63	3.37	3.56	3.50	S.	3.25	3.25
9.	S.	3.67	3.57	S.	3.44	3.63	S.	3.53	3.50	3.47	3.25	3.25
10.	3.46	3.66	3.56	3.46	3.44	S.	3.37	3.53	3.50	3.37	3.31	S.
11.	3.50	3.69	S.	3.46	3.44	3.63	3.36	II.	S.	3.34	3.31	3.25
12.	3.50	3.69	3.56	3.46	3.44	3.63	3.37	3.53	3.50	3.37	3.31	3.25
13.	3.46	3.69	3.56	3.46	3.44	S.	3.37	S.	3.50	3.37	S.	3.25
14.	3.46	S.	3.56	3.46	3.44	3.63	3.37	3.53	3.50	3.37	3.31	3.25
15.	3.63	3.69	3.52	3.46	3.46	3.63	3.38	3.53	3.50	S.	3.34	3.25
16.	S.	3.69	3.52	S.	3.5	3.69	S.	3.53	3.5	3.36	3.31	3.25
17.	3.63	3.69	3.52	3.46	3.46	S.	3.38	3.53	3.50	3.36	3.31	S.
18.	3.9	3.66	S.	3.44	3.5	3.69	3.41	3.63	S.	3.36	3.28	3.25
19.	3.63	3.69	3.52	3.41	3.50	3.56	3.44	3.63	3.5	3.36	3.25	3.25
20.	3.63	3.69	3.56	3.46	S.	3.50	3.5	3.50	3.37	S.	3.25	3.25
21.	3.63	S.	3.50	3.45	3.50	3.56	3.44	3.66	3.5	3.34	3.25	3.25
22.	3.69	3.66	3.56	3.45	3.50	II.	3.44	3.66	3.5	S.	3.25	3.25
23.	S.	3.69	3.59	S.	3.5	3.56	S.	3.53	3.5	3.34	3.25	3.25
24.	3.6	3.69	3.50	II.	3.56	S.	3.44	3.63	3.50	3.34	3.25	S.
25.	3.6	3.69	S.	II.	3.5	3.56	3.41	3.66	S.	3.34	3.25	3.25
26.	3.69	3.69	II.	3.45	3.50	3.53	3.5	3.6	3.5	3.34	3.25	3.25
27.	3.63	3.69	3.56	3.43	S.	3.50	3.5	S.	3.37	S.	3.25	3.25
28.	3.6	S.	3.50	3.45	3.50	3.56	3.50	3.60	3.50	3.34	3.25	3.25
29.	3.66	3.69	II.	3.45	3.52	3.47	3.50	3.56	3.50	S.	3.25	3.25
30.	S.	3.63	3.50	S.	3.53	.....	S.	3.56	II.	3.31	3.25	3.25
31.	.....	3.63	.....	II.	3.53	.....	3.50	.....	3.41	.....	3.25	S.

The relative position of goods and cotton may be at a glance approximately determined on the basis of the following comparison of prices of cotton, standard sheetings, Lancaster gingham and printing cloths, the first day of each month for the past three years.

First Day of Each Month.	Year Ending with Aug. 31—											
	1883-84.				1882-83.				1881-82.			
	Low Midd'l Up'd Cotton.	Standard Sheetings.	Lancaster Gingham.	Printing Cloths 61-64.	Low Midd'l Up'd Cotton.	Standard Sheetings.	Lancaster Gingham.	Printing Cloths 61-64.	Low Midd'l Up'd Cotton.	Standard Sheetings.	Lancaster Gingham.	Printing Cloths 61-64.
Sept.	94s	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
Oct.	104s	74s	8	3.46	129 1/2	84s	8 1/2	3.83	111 1/2	84s	10 1/2	4 3/4
Nov.	103 1/2	74s	8	3.62	10 1/2	84s	8 1/2	3.69	112 1/2	84s	10 1/2	4
Dec.	103 1/2	74s	8	3.48	10	84s	8 1/2	3.69	112 1/2	84s	10 1/2	4
Jan.	103 1/2	74s	8	3.44	9 1/2	8	8 1/2	3.69	117 1/2	84s	9	4
Feb.	103 1/2	74s	8	3.6	9 11 1/2	8	8 1/2	3.69	119 1/2	84s	9	3 1/2
Mar.	104s	74s	8	3.4	9 11 1/2	8	8	3.3	114	84s	9	3 3/4
Apr.	11 1/2	74s	8	3.50	9 1/2	8	8	3.62	111 1/2	84s	9	3 7/8
May.	11 1/2	74s	8	3.50	10	8	8	3.59	112 1/2	84s	9	3 9/16
June.	11 1/2	74s	8	3.44	10 1/2	8	8	3.62	112 1/2	84s	9	3 81
July.	10 1/2	74s	8	3.25	9 13 1/2	8	8	3.63	11 1/2	84s	9	3 83
Aug.	10 1/2	74s	8	3.25	9 1/2	8	8	3.48	12 1/2	84s	8	3 85

NOTE.—Sheetings—Agents' prices (for Atlantic A) are given. Printing Cloths—Manufacturers' prices.

The foregoing is obviously but an imperfect guide in determining the course of the trade, since the discounts allowed vary so much at different times. As for instance, Lancaster gingham from Sept. 1, 1883, to Sept. 1, 1884, are reported at 8c. per yard, though enlarged discounts were at times made.

Still the statement gives a fair indication of the relative position of the different markets, if one bears in mind that concessions are always made when trade lags. The following will further help to illustrate the relative situation.

	1882.	1883.	1884.
Southern 3 yard sheetings	Jan. 1, 7 1/2 net. Sept. 1, 7 net.	Jan. 1, 6 1/2 net. Sept. 1, 6 1/2 net.	Jan. 1, 6 1/2 net. Sept. 1, 5 1/2 net.
Pepperell R fine sheetings	Jan. 1, 8 Sept. 1, 7 1/2	Jan. 1, 7 1/2 Sept. 1, 7	Jan. 1, 6 1/2 Sept. 1, 6 1/2
Wamsutta 4-4 bl'ch. cot'n's	Jan. 1, 13 Sept. 1, 13	Jan. 1, 11 1/2 Sept. 1, 11 1/2	Jan. 1, 10 1/2 Sept. 1, 10 1/2
Lonsdale 4-4 bleach. cot'n's	Jan. 1, 10 1/2 Sept. 1, 10	Jan. 1, 9 1/2 Sept. 1, 9 1/2	Jan. 1, 8 1/2 Sept. 1, 8 1/2
61x64 4-4 bleached cottons	Jan. 1, 6 1/2 Sept. 1, 6 1/2	Jan. 1, 6 1/2 Sept. 1, 5 1/2 net.	Jan. 1, 5 1/2 net. Sept. 1, 5 1/2 net.
Standard fancy prints	Jan. 1, 7 Sept. 1, 6 1/2	Jan. 1, 6 1/2 Sept. 1, 6 1/2	Jan. 1, 6 Sept. 1, 6
Shirting prints	Jan. 1, 6 Sept. 1, 6	Jan. 1, 6 Sept. 1, 6	Jan. 1, 5 Sept. 1, 5

NOTE.—Goods not marked "net" subject to a discount of 5 per cent on plain cottons and 6 per cent on prints.

With regard to the changes during the year in spinning power there is but little to be said in addition to what has been stated above. Of course with business so unsatisfactory the work of enlarging the capacity of old factories and building new ones has been check'd. Some additions to the number of spindles were made in Northern mills mainly the first half of the year, the work being begun previously; but with those exceptions and the substitution in a moderate way of new ones, modernizing old machinery, and thus increasing its efficacy and capacity, we have to report no progress made. Fires have also been unusually numerous and disastrous, and the losses in that way have lessened the actual growth; hence we increase but little our figures for the North. In the South, the unfinished work when the last season closed was relatively much more considerable, there being at that date quite a number of factories in process of completion or enlargement, all of which have started up this year. Most of the old concerns, as is well known, have all along recorded a very favorable result, and this gave a decided impulse to enterprise in that direction which was further encouraged by favorable legislation. Now, however, old contracts having been completed, any considerable expansion is not anticipated until there are more evidences of a recovery in general business. Not unlikely disappointments will follow many of the later investments. This is natural, being almost the universal experience of rapid industrial development, in any direction. It should moderate expectations to remember that all factories in the South have not hitherto been prosperous ventures, and that it is too soon as yet to determine just what is to be the future of this industry in that section. With the multiplication of mills many circumstances change, and notably some which have been so favorable in its earlier history—we refer particularly to the cost of labor and the saving on raw material already remarked upon. We see no reason, however, why cotton manufacturing should not go on prospering in the South as it has in the past, only it is not wise to make cases of phenomenal success the standard of future expectations. The total spindles in the country September 1 for the last three years are believed to be as follows:

Sept. 1.	1882.	1883.	1884.
North	11,320,000	11,800,000	12,100,000
South	680,000	860,000	1,100,000
Total	12,000,000	12,660,000	13,200,000

The export movement of cotton goods is, under the circumstances which distinguish the year's trade, very remarkable. To appreciate its character and significance, we must remember that home consumption has been all through the season inactive, buyers being as coyish as a courted maiden. Furthermore, stocks of goods have accumulated, notwithstanding the unprofitable prices and the concessions frequently made to effect sales. There has been, therefore, an over-supply, just such conditions as would naturally stimulate shipments. This was somewhat so the previous year too. And yet the volume of this trade continues not only small in itself, and very small in its relation to the field to be covered, but what is most surprising, it is annually decreasing. If our readers can find anything gratifying in the following statement, they are more easily pleased than we are. Mr. Nimmo, the Chief of the Bureau of Statistics, has kindly given us the figures for this year, and we add to them for comparison previous years' results

Exports of Cotton Manufactures.	Year Ending June 30—			
	1884.	1883.	1882.	1881.
Colored goods Yds.	35,441,296	34,066,292	29,525,672	68,184,293
Do Value.	\$2,579,866	\$2,618,278	\$2,326,319	\$1,983,312
Uncolored goods Yds.	99,750,450	103,634,459	114,994,402	80,399,151
Do Value.	\$7,503,361	\$8,629,723	\$9,351,713	\$6,624,374
Oth. man'f's of Value.	\$1,801,984	\$1,673,144	\$1,534,947	\$1,963,601
Tot. cotton manufactures exp't'd Value	\$11,885,211	\$12,951,145	\$13,212,979	\$13,571,287

This is certainly a sorry exhibit—a total of over a million dollars less than last year, and that was less than the previous year, and that less than 1881. Perhaps there may be a hint, for all who are willing to learn, in similar figures covering India's shipments of home-made cotton-yarn and goods. It must be remembered that spinners there have a very inferior staple to deal with, and otherwise are no better situated than we, and yet the following shows the progress they are making.

Cotton.	1884.	1883.	1882.	1881.	1880.
Twist and yarns....	1,926,162	1,816,818	1,368,836	1,282,576	1,109,234
Manufactures	927,008	761,564	641,680	626,558	512,513
Total	2,853,170	2,578,382	2,010,516	1,909,134	1,621,747

Here we have a record of healthy steady growth. Had we gone back to 1876 we would have found India's total only £663,000, or say less than 3½ million dollars, comparing with £2,853,170, or say 14½ million dollars. Similar figures for the United States in 1876 were \$7,722,978, and now they are \$11,885,211, as above. That is while our foreign shipments of cotton goods were 4½ million dollars more than India's in 1876, now they are nearly 2½ million dollars less. We will add that India enjoys the advantages of free trade and is able therefore to compete with Great Britain in the markets of the world. The United States prefers a different policy and takes the consequences. And this, too, notwithstanding we grow cotton of the best quality, have as perfectly appointed factories as there are in the world, use more intelligent labor, and therefore by the yard pay no higher wages, and have customers which are so near that they can be more cheaply reached by us than by other producers.

Such, in brief, have been the more prominent features of the goods trade during the past season. It is to be hoped—and there seems to be fair encouragement for the belief—that the coming year will be less trying. In the first place, spinners start with a material lessening in production. This was essential, and should be continued until a substantial inroad has been made upon old accumulations. Then, that pressure being removed, current demand, even though it continues sluggish, may be sufficient to take current production. At all events, with the crops—which to-day promise very fair results—made and well started on the way to a market, it is safe to expect that all trade will receive a moderate impulse. As is well known, we do not look for great activity. There are too many fiscal questions unsettled, and which Congress alone can solve, to permit a full restoration of confidence. Still the trade seems now as if it had reached its worst estate and that a gradual recovery as the year progresses could be anticipated. It is not, however, presumable that there will be any more mill building for the present. Of course, both North and South the old successful companies will always be extending their works more or less. But the South has demonstrated this year, and the North had proved it before, that ignorance of the business, lack of working capital, untrained and unskilled hands, are conditions sure to bring loss, and in the end failure everywhere. Hence, before further expansion is attempted in either section, a period of rest seems essential. Below we give our usual statement of the takings of cotton by spinners North and South during the year.

Total crop of the United States, as above stated.....	bales.	5,714,052
Stock on hand commencement of year (Sept. 1, 1883) —		
At Northern ports.....	135,180	
At Southern ports.....	96,926	—232,106
At Providence, &c., Northern Interior markets.....	5,011	—237,117
Total supply during year ending Sept. 1, 1884.....		5,951,163
Of this supply there has been exported		
to foreign ports during the year.....	3,916,579	
Less foreign cotton included.....	13,736	—3,902,843
Sent to Canada direct from West.....	28,100	
Burnt North and South.....	14,873	

* Burnt includes not only what has been thus destroyed at the Northern and Southern outports, but also all burnt on Northern railroads and in Northern factories. Every fire which has occurred, either in a mill or on a railroad in the North, during the past year, we have investigated; and where there was cotton lost, have sought, and in almost every case obtained, a full return of the loss.

Stock on hand end of year (Sept. 1, 1884) —

At Northern ports.....	bales.	87,415
At Southern ports.....	24,318	—111,733
At Providence, &c., Northern Interior markets.....	4,457	—4,062,006

Total takings by spinners in the United States, year ending September 1, 1884..... 1,589,163
Taken by spinners in Southern States, included in above total 334,000

Total takings by Northern spinners..... 1,555,163

These figures show that the total takings by spinners North and South during 1883-84 have been 1,889,163 bales, of which the Northern mills have taken 1,555,163 bales and the Southern mills 334,000 bales. The South has added but little to its takings, notwithstanding its large increase of spindles, having probably carried over a considerable stock of cotton last year. As to the North, the takings have been less than the actual consumption, high prices, with the expectation of a larger crop in prospect, having induced the using up of surplus stocks. Our summary of takings and consumption on the basis of no stocks in the hands of Northern spinners on September 1, 1875, reaches the following results for the years since that date. The width of our columns compels us to omit the years 1875-76, 1876-77 and 1877-78, but they are the same as in previous reports.

Takings and Consumpt'n.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.
Taken by—	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Northern mills	1,416,993	1,024,505	1,681,804	1,661,206	1,772,912	1,555,163
Southern mills.....	152,000	170,000	205,000	238,000	331,000	334,000
Tot. takings from crop.....	1,568,993	1,203,505	1,891,804	1,899,206	2,103,912	1,889,163
Stock held by mills.....	63,314	27,274	91,070	127,883	61,888	103,705
Total year's supply.....	1,632,274	1,281,070	1,982,883	2,027,089	2,164,795	1,992,958
Consumpt'n (estimated) —						
Northern mills	1,433,000	1,561,000	1,650,000	1,728,206	1,730,000	1,643,517
Southern mills.....	152,000	170,000	205,000	238,000	331,000	334,000
Total consumption.....	1,605,000	1,740,000	1,855,000	1,966,206	2,061,000	1,977,517
Tot. supply as above.....	1,632,274	1,281,070	1,982,883	2,027,089	2,164,795	1,992,958
Leav'g mill st'ks Sept. 1	27,274	91,070	127,883	60,883	103,705	15,441

The foregoing leaves stocks in spinners' hands at 15,441 bales, and shows that the United States consumed last year 1,977,517 bales of cotton.

Weight of Bales.

The gross weight of bales and of the crop this year we have made up as follows. We give last year's statement for comparison.

Crop of—	Year ending September 1, 1881.			Year ending September 1, 1883.		
	Number of bales.	Weight in pounds.	Average weight.	Number of bales.	Weight in pounds.	Average weight.
Texas.....	609,919	309,370,891	507.74	587,418	453,073,050	517.09
Louisiana.....	1,520,158	733,078,345	479.49	1,600,479	822,461,128	460.28
Alabama.....	240,215	118,928,044	495.00	313,225	158,433,855	505.81
Georgia.....	707,334	330,985,512	468.00	844,448	407,539,905	482.90
So. Carolina.....	432,886	202,131,780	460.94	509,914	280,841,150	475.00
Virginia.....	744,770	352,201,733	472.99	905,233	473,243,144	475.51
No. Carolina.....	173,001	81,376,210	470.38	181,528	85,439,781	470.67
Tenn'ssee, &c.....	1,279,869	630,075,417	493.00	1,488,986	743,465,379	499.33
Total crop.....	5,714,052	2,750,047,941	482.86	6,002,231	3,430,546,719	490.02
Including Florida.....						

According to the foregoing, the average gross weight per bale this season was 482.86 lbs., against 490.62 lbs. in 1883, or 7.76 lbs. less than last year, which indicates 19.45 per cent decrease in the total weight of the crop. Had, therefore, as many pounds been put into each bale as during the previous season, the crop would have aggregated only 5,623,500 bales. The relation of the gross weights this year to previous years may be seen from the following comparisons.

Season of—	Crop.		Average Weight per Bale.
	Number of Bales.	Weight, Pounds	
1883-84.....	5,714,052	2,750,047,941	482.86
1882-83.....	6,002,231	3,430,546,719	490.62
1881-82.....	5,435,845	2,585,863,378	475.67
1880-81.....	6,589,329	3,201,546,730	485.88
1879-80.....	5,757,397	2,777,418,480	481.55
1878-79.....	5,073,531	2,400,205,525	473.08
1877-78.....	4,811,265	2,308,908,907	480.10
1876-77.....	4,485,423	2,100,465,086	468.28
1875-76.....	4,669,288	2,201,100,024	471.46
1874-75.....	3,832,391	1,786,934,765	468.00

The New Crop and its Marketing.

There is far greater accord in the opinions expressed this year by good judges respecting the growing crop than there was a year ago. Then, although the belief was general in a decreased aggregate yield, the differences in the estimated loss were quite wide apart. It was known that chief harm had come from the extensive drought and the extreme heat at the same time prevailing, but the want of uniformity in opinion as to the result grew out of later rains and the recovery which was anticipated from them.

This season the conditions have been more favorable, though there are exceptions to this statement. (1.) The start was undoubtedly a late one, the spring being in general quite cold and backward, while over a large area in the Southwest, planting was delayed or re-planting made necessary by the floods. (2.) About the first of June, however, the growth became more rapid, and as the cultivation was quite perfect good progress was made. This was especially true of the Atlantic States, and also in good part of Alabama, the eastern portions of Mississippi, the most of Arkansas, and Tennessee; a considerable portion of Louisiana, Texas and Western Mississippi were less favored, the rains and floods causing in some sections very late re-planting. (3.) The summer weather has been in general favorable, the temperature being moderate and the growth healthy, and up to the latter part of August there were very few complaints of important injury from any cause; the chief exception to this was the drought which prevailed over a good part of Texas and in limited portions of the other Southwestern States. In Texas particularly the drought was very severe; local showers relieved the situation in some localities, but elsewhere the drought was prolonged until the vitality of the plant was gone past restoration. (4.) We believe, however, that as a general result of all these conditions the outlook up to the latter part of August was for a better yield in every State than last year, except possibly in Texas, and perhaps there too. Of course, later information may modify these views. On account of the late plantings in the Southwest, of the cold spring everywhere, and of the moderate temperature throughout the summer, early frost might be more than usually harmful; a late autumn is therefore particularly desirable. (5.) Since the first of September there have been a good many complaints coming in, strongly expressed; but what weight should be given to them it is as yet too early to judge.

Respecting the maturity of the plant, what has been said clearly indicates the situation. The crop, take the country as a whole, is one of the latest we have ever had. At some points where drought has prevailed, the ripening of the little fruit left has of course been hastened; otherwise, there are very few exceptions to our statement. Bearing on this point, and as being useful for future reference, we bring forward our data with regard to the receipt of first bale and the total receipts to September 1st of new cotton for several years. First, we give receipt of first bale.

	Date of Receipt of First Bale.						
	1878.	1879.	1880.	1881.	1882.	1883.	1884.
Virginia—							
Norfolk			Aug. 19	Aug. 16	Sept. 5	Aug. 29	Aug. 27
No. Carolina—							
Charlotte	Aug. 12	Aug. 30	Aug. 21	Aug. 16	.....	Aug. 23	...
Wilmington ...	Aug. 13	Aug. 28	Aug. 18	Aug. 16	Aug. 23	Aug. 23	Aug. 25
So. Carolina—							
Charleston ...	Aug. 5	Aug. 13	Aug. 12	Aug. 6	Aug. 12	Aug. 17	Aug. 20
Georgia—							
Augusta	Aug. 8	Aug. 14	Aug. 12	Aug. 10	Aug. 15	Aug. 15	Aug. 19
Atlanta	Aug. 10	Aug. 22	Aug. 16	July 24	Aug. 4	Aug. 26	Aug. 22
Savannah—							
From Ga.	July 25	Aug. 1	July 18	July 24	Aug. 2	July 6	Aug. 4
From Fla.	Aug. 3	Aug. 9	July 22	.....	Aug. 19	Aug. 10	Aug. 19
Macon	Aug. 2	Aug. 9	Aug. 4	July 23	Aug. 10	Aug. 8	Aug. 15
Columbus	Aug. 3	Aug. 14	Aug. 2	Aug. 5	Aug. 7	Aug. 7	Aug. 12
Griffin	Aug. 21	Aug. 25	Aug. 22	Aug. 14	Sept. 4	Aug. 22	Sept. 3
Albany .....				.....	July 11	July 5	Aug. 2
Alabama—							
Montgomery ...	Aug. 2	Aug. 9	Aug. 2	July 30	Aug. 8	Aug. 6	Aug. 12
Mobile	Aug. 3	Aug. 4	Aug. 16	Aug. 3	Aug. 15	Aug. 7	Aug. 12
Selma	Aug. 2	Aug. 14	Aug. 14	July 30	Aug. 10	Aug. 5	Aug. 16
Eufaula	Aug. 7	Aug. 9	July 31	July 28	Aug. 10	Aug. 8	Aug. 15
Louisiana—							
New Orleans—							
From Texas ...	June 30	July 7	Aug. 8	July 30	July 11	July 10	July 29
From Miss. Val.	July 31	July 31	Aug. 8	July 31	Aug. 20	Aug. 13	Aug. 10
Shreveport ...	Aug. 8	Aug. 7	Aug. 13	Aug. 3	Aug. 7	Aug. 7	Aug. 20
Mississippi—							
Vicksburg ...	Aug. 9	Aug. 18	Aug. 14	Aug. 2	Aug. 23	Aug. 15	Aug. 29
Columbus	Aug. 20	Aug. 27	Aug. 21	Aug. 12	Aug. 20	Aug. 15	Aug. 27
Arkansas—							
Little Rock ..			Aug. 14	.....	Sept. 4	Aug. 22	Sept. 4
Tennessee—							
Nashville	Aug. 18	Aug. 14	Aug. 19	Aug. 8	Aug. 17	Aug. 31	Aug. 29
Memphis	Aug. 12	Aug. 30	Aug. 19	Aug. 6	Sept. 2	Aug. 23	Aug. 27
Kentucky—							
Louisville				Aug. 21	Aug. 8	Aug. 8	Aug. 29
Texas—							
Galveston							
From Br'wsv. ...	June 30	.....	.....	July 12	.....	.....	.....
First other ...	July 17	July 2	July 12	July 11	July 9	July 16	July 24
Where from ...	Lavaca	DeWitt	DeWitt	DeWitt	DeWitt	DeWitt	Vietria
County	County	County	County	County	County	County	County
Houston .....	.....	.....	.....	.....	.....	.....	.....
Where from ...	.....	.....	.....	.....	.....	.....	.....
Dallas	Aug. 17	Aug. 2	Aug. 18	Aug. 9	Aug. 4	Aug. 6	Aug. 19

* Passed through New Orleans at this date.
† From Georgia. ‡ From Alabama.

In some respects a better indication as to maturity is the arrivals of new cotton to September 1. In 1880, and to a greater extent in 1881, the speculation and corner in futures

led to the most persistent efforts to push cotton forward as fast as picked. In 1882 there was perhaps a little less inducement, but no hindrance to a free movement, unless the yellow fever may have acted as such in a small district in Texas. In 1883 there were yellow fever rumors at New Orleans (though as subsequently appeared wholly without cause) which may possibly have had some slight effect on cotton arrivals; other than that, there was nothing to retard the movement except low prices, and no speculation to hasten it. This year the cotton is late in moving, simply because it is late in maturing.

ARRIVALS OF NEW COTTON TO SEPTEMBER 1.

	1878.	1879.	1880.	1881.	1882.	1883.	1884.
Charlotte, N. C.	7	1	29	50	.....	15	.....
Charleston, S. C.	1,408	140	2,550	2,500	1,450	500	176
Augusta, Ga.	1,589	103	1,800	1,592	632	356	176
Atlanta, Ga.	50	12	330	450	.....	33	2
Savannah, Ga.	4,765	521	12,438	10,108	4,958	3,278	1,003
Macon, Ga.	1,286	135	1,217	1,225	350	589	196
Columbus, Ga.	723	76	425	738	535	325	121
Rome, Ga.	42	5	121	187	1	6	.....
Montgomery, Ala.	795	604	1,163	3,165	688	674	347
Mobile, Ala.	530	185	008	1,878	47	125	79
Selma, Ala.	803	450	1,100	2,000	200	650	235
Gulfport, Ala.	*94	205	768	1,646	44	365	144
New Orleans, La.	1,113	734	1,798	14,279	1,196	1,226	232
Shreveport, La.	187	277	231	945	37	340	11
Vicksburg, Miss.	*200	18	125	682	1	*10	2
Columbus, Miss. ....	.....	.....	.....	128	1	19	2
Nashville, Tenn.	10	3	40	50	3	3	1
Memphis, Tenn.	48	1	80	880	.....	30	1
Galveston, Texas.	8,691	10,527	10,517	17,000	15,677	22,738	4,135
Dallas, Texas.	39	45	131	1,026	8	150	14

Total all ports to September 1. 23,124 14,042 35,691 50,633 26,252 31,424 6,902

* Estimated; no returns received.
† This is the amount returned as new cotton by the railroads; it is estimated, however, that the actual receipts were much larger, as in many cases the roads did not distinguish between old and new cotton.

Sea Island Crop and Consumption.

We have again to acknowledge our indebtedness to the kindness of the various receivers and shippers of Sea Island cotton, through whose assistance we are able to continue our annual report of that staple. As our readers are aware, no record is kept of the export movements of Sea Island except for the ports of Charleston and Savannah. For the Northern ports Custom House manifests furnish no guide. We have found it impossible, therefore, to perfect these figures except by special correspondence in every case with the consignee or the shipper, and in this way following every bale of Sea Island after it appeared at a Southern outport, until it either had actually been exported or taken for consumption. We should also state that for the shipments of cotton direct from Florida to ports other than Charleston and Savannah, we have in the case of each consignment, at the time of its receipt, procured from the receivers the exact number of bales of Sea Island received.

Florida.		1883-84.	1882-83.
Receipts at Savannah, bales	.....	6,341	8,873
Receipts at Charleston .....	.....	2,590	2,232
Receipts at New York, &c.	.....	5,142	6,812
Shipments to Liverpool from Florida direct .....	.....	.....	112
Tot. Sea Island crop of Fla.	.....	14,073	18,054
Georgia.		1883-84.	1882-83.
Receipts at Savannah .....	.....	9,297	11,959
Receipts at Brunswick, &c. ....	.....	9,297	45—12,004
Deduct—			
Receipts from Florida .....	.....	6,341	8,873
Receipts from Charleston .....	.....	6,341	8,873
Tot. Sea Island crop of Ga.	.....	2,956	3,126
South Carolina.		1883-84.	1882-83.
Receipts at Charleston .....	.....	9,397	15,469
Receipts at Beaufort .....	.....	1,608—11,005	2,498—17,967
Deduct—			
Receipts from Florida, &c.	.....	2,590	2,252
Tot. Sea Island crop of S.C.	.....	8,415	15,715
Texas.		1883-84.	1882-83.
Receipts at Galveston .....	.....	.....	* 29
Tot. S. Island crop of Tex.	.....	.....	* 29
Total Sea Island crop of the United States .....	.....	25,444	36,924

* The actual receipts at Galveston were 94 bags of 111 lbs. each, which, reduced to the average weights of Sea Island, makes only 29 bales.
The distribution of the crop has been as follows.

Ports of—	Supply year ending Sept. 1, 1881.			How Distributed.		Of which Exported to—		Total For'gn Ex-ports.
	Stock Sept. 1, 1883.	Net Crop.	Total Supply.	Stock, Sept. 1, 1884.	Leav'g for Dis'ct'n.	Great Br't'n.	Havre.	
S. Carolina.	9	8,415	8,424	124	8,300	2,844	30	2,874
Georgia	15	2,956	2,971	91	2,880	1,543	106	1,649
Florida .....	.....	14,073	14,073	.....	14,073	.....	.....	.....
Texas .....	.....	.....	.....	.....	.....	.....	.....	.....
New York .....	.....	.....	.....	.....	.....	5,999	1,277	7,276
Boston .....	.....	.....	.....	.....	.....	239	.....	239
Baltimore .....	.....	.....	.....	.....	.....	1,431	.....	1,431
Philad'lphia .....	.....	.....	.....	.....	.....	110	.....	110
Total	24	25,444	25,468	215	25,253	12,166	1,413	13,579

From the foregoing, we see that the total growth of Sea Island this year is 25,444 bales; and with the stock at the beginning of the year (24 bales), we have the following as the total supply and distribution.

This year's crop.....bales. 25,444
Stock Sept. 1, 1883.....24

Total year's supply.....bales. 25,468
Distributed as follows:
Exported to foreign ports.....bales. 13,579
Stock end of year.....bales. 215-13,794

Leaving for consumption in United States.....bales. 11,674

We thus reach the conclusion that our spinners have taken of Sea Island cotton this year 11,674 bales, or 1,830 bales less than in the previous year. The following useful table shows the crops and movement of Sea Islands since the war.

Season.	Crop.				Foreign Exports.			American Consumption*	Stock August 8.
	Florida.	Georgia.	South Carolina.	Texas.	Great Britain.	Continent.	Total Exports.		
1883-84	14,073	2,856	8,415	25,444	12,106	1,413	13,579	11,674	215
1882-83	18,054	3,126	15,715	29	36,924	21,565	18,992	23,373	21
1881-82	21,842	6,049	10,042	19	38,552	22,303	24,531	11,762	130
1880-81	18,410	3,170	14,845	8	36,442	20,225	21,395	11,270	1,006
1879-80	13,318	3,429	9,000	30,704	13,729	3,394	17,023	9,380	319
1878-79	13,716	2,052	7,133	22,963	10,456	2,132	12,698	10,365	27
1877-78	11,739	3,698	6,448	30	24,825	12,594	3,701	16,265	9,451
1876-77	11,214	1,600	4,911	29	17,823	11,885	1,300	13,234	4,098
1875-76	8,950	1,213	4,756	77	14,091	11,591	1,345	12,638	1,915
1874-75	8,313	1,110	7,400	294	17,027	13,139	1,907	15,046	2,192
1873-74	8,525	1,408	8,750	920	19,012	16,488	1,867	18,873	2,113
1872-73	10,704	1,399	13,156	1,100	26,386	22,847	623	23,492	4,381
1871-72	5,624	1,567	8,756	869	16,845	14,091	563	15,584	1,536
1870-71	8,753	4,934	7,218	701	21,609	19,844	61	19,965	1,672
1869-70	9,048	2,225	7,333	38	20,507	22,776	1,691	24,716	1,399
1868-69	6,703	6,371	5,408	18,823	15,385	1,831	17,216	13,881	211
1867-68	10,402	6,290	4,577	21,275	19,707	152	19,859	1,670	156
1866-67	11,212	10,015	11,001	32,228	30,514	392	30,706	1,507	411
1865-66	2,428	10,657	5,630	19,915	18,956	143	18,261	1,100	485
Total.....	217,848	50,344	162,269	4,021	444,062	339,606	31,393	362,001	102,611

* The column of "American Consumption" in this table includes burnt in the United States.

Movement of Cotton at the Interior Ports.

Below we give the total receipts and shipments of cotton at the interior ports and the stock on the first of September of each year.

Towns.	Year ending Sept. 1, 1881.			Year ending Sept. 1, 1883.		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta, Ga....	131,406	134,750	376	181,566	178,716	3,726
Columbus, Ga....	82,581	84,493	382	112,254	111,379	2,294
Macon, Ga....	58,198	61,346	344	58,082	56,570	2,582
McGowery, Miss.	113,457	114,292	44	125,017	125,250	1,194
Selma, Ala....	69,916	71,121	369	108,417	107,016	1,504
Memphis, Tenn.	450,077	453,012	5,546	510,789	503,943	8,481
Nashville, Tenn.	55,925	54,440	38	45,498	45,212	895
Dallas, Texas....	42,422	42,677	.....	48,157	47,920	235
Palmer, Texas....	6,903	6,928	.....	24,760	24,738	25
Shreveport, La....	70,547	73,710	486	107,503	104,001	3,659
Vicksburg, Miss.	142,695	142,841	44	17,083	17,020	1,194
Columbus, Miss.	31,414	31,911	17	39,432	39,361	117
Eufaula, Ala....	36,618	37,195	96	45,335	44,980	578
Griffin, Ga....	24,796	24,824	7	24,514	24,486	35
Atlanta, Ga....	146,185	149,077	450	141,738	139,336	3,342
Rome, Ga....	79,617	79,711	10	83,578	83,387	191
Charlotte, N. C....	43,231	43,321	70	55,177	55,070	110
St. Louis, Mo....	300,662	313,732	1,518	463,311	461,014	4,588
Cincinnati, O....	308,357	306,760	2,138	383,131	382,630	611
Total, old towns	2,194,410	2,216,016	13,165	2,635,344	2,659,565	34,771
Newberry, S. C....	15,683	15,613	21	23,659	23,643	21
Raleigh, N. C....	33,631	33,515	350	52,059	52,631	310
Petersburg, Va....	16,906	16,007	21	25,124	25,250	1,194
Louisville, Ky....	34,550	37,279	1,511	32,821	32,612	4,310
Little Rock, Ark.	51,900	51,229	6	54,076	53,699	319
Brenham, Tex....	32,474	33,279	237	37,654	38,248	1,042
Houston, Texas....	515,616	521,077	1,780	711,973	712,390	7,201
Tot., new towns	699,760	710,095	1,058	911,365	934,473	14,385
Total, all.....	2,894,170	2,926,111	17,215	3,546,709	3,594,038	49,156

The shipments in this statement include amounts taken from these interior towns for home consumption and amounts burnt.

Exports.

In the first table given in this report will be found the foreign exports the past year from each port to Great Britain, France and other ports, stated separately, as well as the totals to all the ports. In the following we give the total foreign exports for six years for comparison.

TOTAL EXPORTS OF COTTON TO FOREIGN PORTS FOR SIX YEARS.

FROM—	Exports (bales) to Foreign Ports for Year Ending Aug. 31.					
	1879.	1880.	1881.	1882.	1883.	1884.
N. Orleans	1,243,746	1,441,941	1,635,615	1,178,612	1,603,947	1,435,980
Mobile	123,214	111,687	116,263	46,366	45,290	57,537
So. Car.	379,266	344,774	479,748	316,790	372,973	273,710
Georgia	461,904	424,092	507,943	338,625	419,000	359,799
Texas	353,817	301,874	488,758	263,447	526,372	372,620
Florida	17,035	596	72	4,712	862	3,511
No. Car.	68,011	35,773	68,810	63,833	57,762	47,242
Virginia	203,536	257,061	328,818	331,117	401,713	274,510
New York	370,817	650,826	600,351	644,588	777,528	656,541
Boston	124,470	133,112	134,621	118,988	156,592	125,611
Philadel.	26,359	41,593	74,142	90,911	104,481	111,264
Baltimore	95,258	122,073	137,911	153,752	248,128	176,751
Pt. M. San Fran.	127	215	1,567	596	1,062	2,350
Tot. from U.S.	3,467,565	3,865,621	4,596,279	3,545,038	4,745,709	3,916,579

Below we give a detailed statement of the year's exports from each port, showing the direction which these shipments have taken. Similar statements will be found in all our previous crop reviews, and a comparison as to the extent of the total movement to each port can therefore be made with back years.

To—	New Orleans.	Mobile.	Gales-ton.	Char-leston.	Savon-nah.	New York.	Balti-more.	Other Ports.	Total
Liverpool	782,787	56,167	245,384	111,219	154,346	473,879	116,988	529,559	2,470,319
Hull	.....	.....	.....	.....	.....	20,879	.....	.....	20,879
London	.....	.....	.....	.....	.....	123	.....	257	380
Antwerp	.....	.....	.....	.....	.....	1,300	.....	4,292	12,097
Amsterdam	.....	.....	.....	.....	.....	1,648	.....	1,648	1,648
Rotterdam	.....	.....	.....	.....	.....	30,000	.....	1,898	165,618
Bremen	116,927	.....	43,264	53,858	58,097	25,506	50,210	1,800	340,671
Hamburg	1,156	.....	.....	.....	.....	33,288	.....	.....	34,444
San Francisco	.....	.....	.....	.....	.....	36,641	.....	.....	36,641
San Pedro de Macoris	.....	.....	.....	.....	.....	3,300	5,017	.....	8,317
Antwerp	.....	.....	.....	.....	.....	22,715	1,550	3,688	28,617
Ghent	.....	.....	.....	.....	.....	1,561	.....	.....	3,201
Reval	50,360	1,180	17,025	17,816	45,112	2,106	.....	8,894	143,207
Crusoe	5,011	.....	1,050	.....	4,601	300	.....	.....	10,992
Sebastopol	20,126	.....	5,350	14,505	5,100	.....	.....	5,410	54,501
Copenhagen	.....	.....	.....	.....	.....	1,590	.....	.....	1,590
Stettin	.....	.....	.....	.....	.....	200	.....	.....	200
Gothenburg	.....	.....	.....	.....	6,590	900	.....	.....	7,490
Bergen	.....	.....	.....	.....	1,100	.....	.....	.....	1,100
Christiana	.....	.....	.....	.....	1,490	.....	.....	.....	1,490
Barcelona	44,715	.....	.....	33,209	23,553	17,823	550	6,274	131,134
Malaga	13,404	.....	.....	.....	.....	.....	.....	.....	13,404
Coruna	.....	.....	.....	.....	600	74	.....	.....	674
Passage	.....	.....	.....	.....	.....	.....	.....	.....	900
Porto	.....	.....	.....	.....	850	.....	.....	.....	850
Genoa	.....	.....	.....	.....	100	.....	.....	.....	100
Naples	.....	.....	.....	.....	.....	.....	.....	.....	67,552
Trieste	.....	.....	.....	.....	.....	1,576	.....	.....	1,880
Vera Cruz	8,531	.....	1,826	.....	.....	.....	.....	.....	22,377
Other foreign ports	.....	.....	.....	.....	.....	.....	.....	5,037	5,037
Total.....	1,452,980	57,537	872,820	273,719	354,799	656,541	176,252	567,140	3,916,579

* Exports from Charleston include from Port Royal to Liverpool, 2,840 bales and to Bremen, 2,550 bales.

† "Other Ports" include the following shipments:
From Wilmington, 39,181 bales to Liverpool, 4,332 to Queenstown or Falmouth, 1,800 to Bremen and 2,024 to Amsterdam.
From Norfolk, 222,763 bales to Liverpool, 8,894 to Reval, 5,420 to Sebastopol and 6,274 to Barcelona.
From West Point, 8,850 bales to Liverpool.
From Newport News, 22,270 bales to Liverpool.
From Boston, 12,824 bales to Liverpool and 5,037 to other foreign ports.
From Philadelphia, 107,020 bales to Liverpool and 3,638 to Antwerp.
From San Francisco, 1,405 bales to Liverpool and 257 to London.
From Florida, 3,751 bales to Liverpool.
From Portland, Me., 2,350 bales to Liverpool.

Monetary & Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Aug. 29.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12 1/4	Aug. 29	Short.	12 11/8
Amsterdam	Sight.	12 1/4	Aug. 29	Short.	12 11/8
Hamburg	3 mos.	20 5/6	Aug. 29	3 mos.	20 30
Berlin	"	20 5/6	Aug. 29	"	20 40
Frankfurt	"	20 5/6	Aug. 29	Short	20 39
Vienna	"	12 3/5	Aug. 29	"	12 16
Trieste	"	12 3/5	Aug. 29	"	12 16
Antwerp	"	25 40	Aug. 29	"	25 40
St. Petersburg	"	25 1/2	Aug. 29	"	25 1/2
Paris	Checks	25 1/2	Aug. 29	Short.	25 17
Paris	3 mos.	25 3/5	Aug. 29	3 mos.	25 18 1/2
Genoa	"	25 43/4	Aug. 29	3 mos.	47 50
Madrid	"	46 1/2	Aug. 29	"	46 1/2
Cadiz	"	46 1/2	Aug. 29	"	46 1/2
Alexandria	"	.....	Aug. 29	"	.....
Constantinople	"	.....	Aug. 29	"	.....
Bombay	30 days	18 7 1/2	Aug. 29	3 mos.	18 7 1/2
Calcutta	"	18 7 1/2	Aug. 29	"	18 7 1/2
Hong Kong	"	.....	Aug. 29	4 mos.	38 8 1/2
Shanghai	"	.....	Aug. 29	"	38 1 1/2

[From our own correspondent.]

LONDON, Saturday, Aug. 30, 1884.

As is usual during a month when there are so many absentees, the business in progress of late has been of a very unimportant character. The conflict between France and China has caused the value of tea to rise about 1 1/2d. per lb., but beyond this nothing has transpired to influence the general condition of things. There is, in fact, no enterprise, either in commercial or financial circles, and up to the present time the favorable European harvests have exercised no material influence. And yet it must be borne in mind that had the harvest not been so satisfactory, there would have been much despondency.

We have had a remarkable summer, and the heat has been great. We had a very mild winter, with but little rain, and the agricultural prospect was always regarded as very encouraging. The prolonged drought, however, interfered very much with the spring-sown crops, and had there been no rains in July, our pastures and spring-sown crops would have suffered greatly.

The yield of produce of all sorts is nevertheless very satisfactory, farmers having secured full supplies. The hot season seems to have finished up last Sunday in a very vigorous manner. The heat was great, but within twelve hours the temperature fell twenty degrees, and during the week just closing we have had more agreeable weather. Rain is falling somewhat generally, which will be of immense benefit to the pastures and to the root crops. Evidently we are highly favored, but farmers naturally complain that prices are very unremunerative.

As far as the money market is concerned there has been some retrograde movement. There are but few bills in the discount market, and it is evident that, notwithstanding the cheapness of most descriptions of goods, very little desire is shown to embark in commercial enterprise in any extensive way. The war in China has almost completely checked for a time our trade in that direction, and the Egyptian affair is also a source of anxiety. It is true that the Government is preparing an expedition, but the community has been so greatly disappointed regarding Egyptian expeditions that they have no alternative but to await results. The year is now becoming somewhat advanced, and the indications are not at present very encouraging. To trade with great caution seems to be the correct policy to pursue.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Rate.	Open market rates.						Interest allowed for deposits by			
		Bank Bills.			Trade Bills.			Joint Stock Banks.	At Call.	7 to 14 Days.	Dis't H'ss
		Three Months.	Four Months.	Six Months.	Three Months.	Four Months.	Six Months.				
		1 1/4 @	1 1/4 @	2 @	1 1/4 @	1 1/4 @	2 @				
July 25	2	1 1/4 @	1 1/4 @	2 @	1 1/4 @	1 1/4 @	2 @	1	1/2	3/4	3/4
Aug. 1	2	1 1/4 @	1 1/4 @	2 @	1 1/4 @	1 1/4 @	2 @	1	1/2	3/4	3/4
" 8	2	1 1/4 @	1 1/4 @	2 @	1 1/4 @	1 1/4 @	2 @	1	1/2	3/4	3/4
" 15	2	1 1/4 @	1 1/4 @	2 @	1 1/4 @	1 1/4 @	2 @	1	1/2	3/4	3/4
" 22	2	1 1/4 @	1 1/4 @	2 @	1 1/4 @	1 1/4 @	2 @	1	1/2	3/4	3/4
" 29	2	1 1/4 @	1 1/4 @	2 @	1 1/4 @	1 1/4 @	2 @	1	1/2	3/4	3/4

The following return shows the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair 2d quality, and the Clearing House return for the past week, compared with previous years:

	1881.	1882.	1883.	1884.
Circulation, excl'd'g Bank post bills.....	26,688,295	26,392,745	23,709,030	25,791,285
Public deposits.....	5,152,087	4,217,475	5,927,582	5,769,875
Other deposits.....	26,241,242	23,991,039	23,164,332	24,060,577
Government securities.....	14,663,649	12,455,154	11,962,631	13,577,703
Other securities.....	22,660,904	22,789,694	21,315,997	20,919,054
Res'v'e of notes & coin	12,579,066	11,138,781	13,915,617	13,439,951
Coin and bullion in both departments..	23,517,361	21,781,526	23,575,597	23,481,239
Proport'n of reserve to liabilities.....	39 1/2	39 1/2	47 1/2	41 1/2
Bank rate.....	4 p. c.	4 p. c.	4 p. c.	2 p. c.
Consols.....	98 3/4	99 3/4	100 3/4	100 3/4
Eng. wheat, av. price	51s. 10d.	47s. 10d.	43s. 8d.	38s. 4d.
Mid. Upland cotton..	61 1/2 d.	7 1/2 d.	5 1/2 d.	61 1/2 d.
No. 40 mule twist.....	10 1/2 d.	10 1/2 d.	5 1/2 d.	9 1/2 d.
Clearing-House ret'n.	137,637,000	110,573,000	84,931,000	83,586,000

The Bank rate of discount and open market rates of the chief Continental cities now and for the previous three weeks have been as follows:

Rates of Interest at	August 28.		August 21.		August 14.		August 7.	
	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris.....	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
Berlin.....	4	2 1/2	4	2 1/2	4	2 1/2	4	2 1/2
Frankfort.....	—	2 1/2	—	2 1/2	—	2 1/2	—	2 1/2
Hamburg.....	—	2 1/2	—	2 1/2	—	2 1/2	—	2 1/2
Amsterdam.....	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
Brussels.....	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
Madrid.....	5	5	5	5	5	5	5	5
Vienna.....	4	3 1/2	4	3 1/2	4	3 1/2	4	3 1/2
St. Petersburg.....	6	6	6	6	6	6	6	6
Copenhagen.....	4	4	4	4	4	4	4	4

In reference to the state of the bullion market during the past week, Messrs. Pixley & Abell observe:

Gold.—All the amounts to hand since our last have been taken in for export. The Bank has sold £20,000 in sovereigns for Lisbon. The "Bolivar" brought £8,000 from South America; the "Washington" £15,000, the "Don" £7,000 from West Indies. The "Hydaspes" takes £10,000 to Bombay, the "Bohara" £10,000 to Calcutta and the "Paramattra" £22,000 to Calcutta.

Silver.—The arrivals ex "Don" were placed at 50 1/2 d. The "City of Chester" brought £30,000 from New York, the "Don" £10,000 from West Indies. The "Hydaspes" takes £29,000 to Bombay, the "Bohara" £20,000 to Calcutta and the "Paramattra" £10,000 to Bombay and £20,000 to Hong Kong.

Mexican dollars have declined in value, and those arrived by the "Don" were placed at 50 1/2 p. oz. The "Don" brought £170,000 from West Indies. The "Paramattra" took £113,700 to Peking, £20,000 to Singapore and £15,000 to Hong Kong.

The quotations for bullion are reported as follows:

	Price of Gold.			Price of Silver.	
	Aug. 28.	Aug. 21.		Aug. 28.	Aug. 21.
Bar gold, fine.....oz.	77 9 1/2	77 9	Bar silver, fine.....oz.	50 1/4	50 1/4
Bar gold, contain'g 20 dwts. silver.....oz.	77 11	77 10 1/2	Bar silver, contain'g 5 grs. gold.....oz.	51 1/4	51 1/4
Span. doubloons.....oz.	.....	.....	Cake silver.....oz.	54 1/4	54 1/4
S. Am. doubloons.....oz.	.....	.....	Mexican dols.....oz.	50	50 1/4
U. S. gold coin.....oz.	.....	.....	Chilian dols.....oz.	.....	.....
Ger. gold coin.....oz.	.....	.....	

Tenders for £1,000,000 Nottingham three per cent stock were received at the Bank of England yesterday, and the applications amounted to £1,455,300, at prices varying from £87 10s. down to £85, the minimum. Tenders at £85 0s. 6d. will receive about 33 per cent of the amount applied for, and those above that price will receive full allotments. The average price obtained was £85 4s. 2d.

Municipal borrowing seems to be increasing. The corporation of Leicester now require a small amount, about £140,000. The price of issue is £99 per cent for a 3 1/2 per cent stock.

The wheat trade has been very dull. The quantity of new produce coming to market is not at present extensive, but the samples are good and are readily marketable. Very few harvests show an improvement upon this. We shall, however, require large supplies from abroad, as production is much below our requirements. That we shall obtain what we require on easy terms is not to be doubted. The top price of fine English white wheat is only 40s. per quarter. The quantity of wheat and flour on passage to this country is estimated at 1,943,000 quarters, showing a slight increase over last week. Of Indian corn it is 236,000 quarters, against 131,000 quarters last year.

Last Saturday completed the 52 weeks of the season. We are therefore enabled to give an estimate of the quantity of cereal produce available for consumption during the twelve months, with other statistical information.

	1883-84.	1882-83.	1881-82.	1880-81.
Wheat.....cwt.	39,281,625	67,332,627	59,224,859	56,954,251
Barley.....cwt.	11,818,058	15,521,378	13,091,853	10,525,472
Oats.....cwt.	9,192,298	15,753,931	11,714,518	10,849,930
Peas.....cwt.	1,232,629	2,071,149	2,163,971	2,301,920
Beans.....cwt.	1,927,420	3,223,414	2,697,907	2,343,500
Indian corn.....cwt.	19,603,772	24,737,435	23,167,311	37,886,584
Flour.....cwt.	11,097,755	16,493,914	10,049,825	12,090,636

Supplies available for consumption (52 weeks), stocks September 1 not included.

	1883-84.	1882-83.	1881-82.	1880-81.
Imports of wheat, cwt.	39,281,625	67,332,627	59,224,859	56,954,251
Imports of flour.....cwt.	11,097,755	16,493,914	10,049,825	12,090,636
Sales of home-grown produce.....cwt.	40,638,230	44,841,600	32,154,900	28,347,020

Total.....cwt. 91,067,610 128,668,141 101,429,484 97,391,907

Average price of English wheat for season, qrs. 38s. 7d. 41s. 10d. 46s. 11d. 44s. 0d.

Visible supply of wheat in the U. S.....bush. 18,700,000 18,750,000 15,100,000 17,900,000

The following table shows the results of this year's harvests in all countries, as they figure in the official reports. 100 is supposed to represent an average harvest:

	Wheat.	Rye.	Barley.	Oats.
Austria.....	103	99	104	107
Hungary.....	101	98	103	106
Prussia.....	97	96	100	100
Saxony.....	110	95	100	115
Bavaria, Upper and Lower.....	107	101	113	115
Bavaria, Palatinate.....	90	65	120	85
Baden.....	90	60	100	100
Wurttemberg, winter wheat.....	99	87	107	93
Wurttemberg, summer wheat.....	93	.....	.....	.....
Mecklenburg.....	105	110	105	103
Denmark.....	105	105	80	60
Norway and Sweden.....	105	105	102	102
Italy, Southern.....	78	.....	66	85
Italy, Northern.....	80	60	.....	60
Italy, Eastern.....	100	.....	.....	80
Italy, Central.....	80	70	.....	60
Switzerland.....	80	60	90	80
Holland.....	95	95	98	95
France.....	95	90	.....	.....
Great Britain and Ireland.....	105	.....	98	94
Russia, Esthonia.....	80	65	85	90
Russia, Central.....	103	85	65	95
Russia, Po lonia.....	100	80	70	110
Russia, Bessarabia, Northern.....	125	135	130	150
Russia, Bessarabia, Southern.....	125	.....	.....	.....
Russia, Cherson and Zerkatnoslaw win. wheat.....	100	90	95	105
Russia, Cherson & Zerkatnoslaw summer wheat.....	85	.....	.....	.....
Russia, Northern.....	90	80	63	95
Russia, Poland.....	115	110	.....	.....
Roumania, Moldavia.....	125	105	115	100
Roumania, Covurlia and Tutova.....	60	62	69	65
Roumania, Lezer.....	100	60	42	.....
Roumania, Doljina, Or, Romanatz districts.....	112	102	100	122
Roumania, Arges district.....	100	110	100	120
Roumania, Vlasia.....	35	.....	110	.....
Servia.....	150	140	210	105
Egypt.....	100	.....	.....	.....

India is estimated to have produced 80 per cent of last year's harvest.

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending Sept. 12:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.	50 3/4	50 3/4	50 3/4	50 11/16	50 11/16	50 11/16
Consols for money ..	107 3/4	107 3/4	107 3/4	107 1/2	107 1/2	107 1/2
Consols for account ..	101	101 1/4	101 1/4	101 1/4	101 1/4	101 1/4
French rentes (in Paris) fr	79 00	79 97 1/2	79 97 1/2	78 70	78 77 1/2	78 87 1/2
U. S. 4 1/2 of 1891	115	115	115	115	115 1/2	115
U. S. 4s of 1907	123 1/2	123 1/2	123 1/2	123 1/2	122 3/4	123
Canadian Pacific	46 3/4	46	46 3/4	46 3/4	46 3/4	46
Chic. Mil. & St. Paul	88 1/2	88 3/4	86 3/4	87 3/4	87 1/2	87 1/2
Erie, common stock	16 3/4	16 1/4	16 1/4	16 3/4	16 3/4	15 3/4
Illinois Central	11 1/2	12 3/4	12 3/4	12 1/2	12 1/2	12 1/2
Pennsylvania	57 3/4	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
Philadelphia & Reading ..	13 3/4	13 3/4	13 3/4	13 3/4	14	14
New York Central	106	104 3/4	104 3/4	105 3/4	105 3/4	105

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State), 100 lb.	10 9	10 9	10 9	10 9	10 9	10 9
Wheat, No. 1, wh.	8 7	8 7	8 7	8 7	8 7	8 7
Spring, No. 2, n.	6 9	6 9	6 6	6 6	6 7	6 7
Winter, South, n.	9 8	9 8	9 8	9 8	9 8	9 8
Winter, West, n.	7 0	7 0	6 10	6 9	6 9	6 9
Cal., No. 1	7 5	7 5	7 4	7 4	7 4	7 4
Cal., No. 2	7 1	7 1	7 0	7 0	7 0	7 0
Corn, mix., old	5 6	5 6	5 6	5 6	5 6	5 6
Corn, mix., new	5 4	5 3 1/2	5 2 1/2	5 2	5 1 1/2	5 0
Pork, West, mess., \$ bbl	63 0	69 0	69 0	69 0	69 0	69 0
Eacon, long clear	48 6	48 6	48 6	48 6	48 6	48 6
Beef, pr. mess, new, \$ lb	50 0	50 0	50 0	50 0	50 0	50 0
Lard, prime West, \$ cwt	39 0	38 9	38 0	39 0	38 6	39 0
Cheese, Am. choice	50 6	50 6	51 0	51 0	51 0	51 6

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national banks have lately been organized:

- 3,244—The People's National Bank of Sandy Hill, N. Y. Capital, \$50,000. Urias G. Paris, President; no Cashier.
- 3,245—The People's National Bank of Salem, N.Y. Capital, \$50,000. Lonson Fraser, President; Robert M. Stevens, Cashier.
- 3,246—The Boulder National Bank, Boulder, Col. Capital, \$50,000. Herbert N. Bradley, President; Charles L. Spencer, Cashier.
- 3,247—The Hallowell National Bank, Hallowell, Me. Capital, \$50,000. John Graves, President; A. D. Knight, Cashier.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show a decrease in dry goods and an increase in general merchandise. The total imports were \$7,965,182, against \$8,382,119 the preceding week and \$7,683,171 two weeks previous. The exports for the week ended Sept. 9 amounted to \$6,683,277, against \$5,945,162 last week and \$6,899,408 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Sept. 4, and for the week ending (for general merchandise) Sept. 5; also totals since the beginning of the first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1881.	1882.	1883.	1884.
Dry goods	\$2,647,760	\$2,986,264	\$2,551,682	\$2,438,842
Gen'l mer'chise	6,438,073	7,228,570	5,905,861	5,326,840
Total	\$9,078,635	\$10,214,834	\$8,457,546	\$7,965,182
Since Jan. 1.				
Dry goods	\$79,538,095	\$96,404,459	\$89,460,250	\$85,656,634
Gen'l mer'chise	222,615,638	256,032,209	231,356,027	218,728,069
Total 36 weeks	\$302,193,753	\$352,437,063	\$320,816,277	\$303,785,322

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Sept. 9, 1884, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1881.	1882.	1883.	1884.
For the week	\$7,047,356	\$6,660,613	\$6,197,157	\$6,683,277
Prev. reported	260,395,514	225,850,703	241,092,506	212,460,129
Total 36 weeks	\$267,442,900	\$232,511,316	\$247,199,663	\$219,143,40

The following table shows the exports and imports of specie at the port of New York for the week ending Sept. 6, and since January 1, 1884, and for the corresponding periods in 1883 and 1882:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain	\$.....	\$26,469,770	\$2,000	\$3,294,150
France		4,352,824		2,395,035
Germany		1,658,920	63,265	1,841,028
West Indies		3,885,914	15,442	2,389,592
Mexico		7,800		7,960
South America		758,774	23,357	207,833
All other countries		763,662	19,300	25,600
Total 1884	\$.....	\$37,897,664	\$123,364	\$10,161,15
Total 1883	25,000	359,168	25,096	6,909,781
Total 1882		33,642,734	24,292	738,291
Silver.				
Great Britain	\$264,400	\$8,525,574	\$.....	\$2,285
France	29,280	698,226		843
Germany		130,245		46,590
West Indies		38,694	27,670	682,123
Mexico		208,817		1,744,97
South America	9,177	58,873	10,339	187,392
All other countries		85,990	200	32,715
Total 1884	\$302,857	\$9,744,419	\$88,269	\$2,700,918
Total 1883	425,590	10,293,406	199,601	3,556,510
Total 1882	107,000	8,907,338	6,256	1,869,924

Of the above imports for the week in 1884, \$15,570 were American gold coin and \$5,910 American silver coin. Of the exports during the same time, \$4,800 were American silver coin.

U. S. SUB-TREASURY.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
S. pt. 6.	\$85,335 67	\$17,813 57	\$12,633,432 62	\$10,876,636 91
" 8.	1,47,177 35	85,039 11	129,047,514 27	1,411,513 47
" 9.	965,312 65	792,567 24	129,339,581 71	1,295,271 45
" 10.	1,093,828 82	871,213 12	12,214,835 96	1,033,532 96
" 11.	973,044 08	1,330,332 85	129,659,972 69	10,275,501 87
" 12.	1,200,355 93	1,084,538 89	129,932,151 95	10,651,144 56
Total	6,965,054 86	5,994,231 80		

* Includes \$307,000 gold certificates taken out of cash.

Lake, Canal and Railroad Freight Rates.—The rates of freight have steadily diminished. Mr. Niummo, of the Bureau of Statistics, gives the average cost in cents of carrying a bushel of wheat from Chicago to New York each year, from 1868 to 1883, by three different modes of conveyance—lake and canal, lake and rail and all rail:

Years.	By Lake and Canal.	By Lake and Rail.	By all Rail.
1868	25 3/4	29 0	42 6
1869	24 1/4	25 0	37 1/2
1870	17 3/4	22 0	33 3/4
1871	21 6	25 0	31 0
1872	26 6	28 0	33 5
1873	19 2	16 9	31 2
1874	14 2	16 9	24 7
1875	11 4	14 6	24 1
1876	9 7	11 8	16 5
1877	7 5	15 8	20 3
1878	10 1	11 4	17 3
1879	13 0	13 3	17 3
1880	13 2	15 7	19 7
1881	8 66	10 4	14 4
1882	8 7	10 9	14 6
1883 (Jan. to Nov.)	9 16	12 0	16 1

Florida Railway & Navigation Co.—It is announced that this company has acquired control of the De Bary-Baya steamboat line, which is operated extensively in Florida waters. The steamboat line will be continued under the organization of the De Bary-Baya line, and will have a fleet of 17 vessels, four running between Fernandina and Savannah, and the remaining 13 on the St. John's River. The arrangement it is expected will work advantageously for both parties, doing away practically with all competition.—*Railroad Gazette.*

—The large number of frauds and defalcations by cashiers, and other persons in positions of trust, leads officers of corporations and members of large firms to look about for some simple and efficient method of protecting themselves against the dishonesty of employees. No other plan appears to be more simple, nor any as satisfactory, as the security furnished by a guarantee company. The first of these companies established in this country was the Guarantee Company of North America, with its head office at Montreal, of which Sir Alexander T. Galt is President. The Company's twenty-third semi-annual statement to 30th June, 1884, showed capital subscribed, \$668,600; capital paid up, \$300,000.

Assets in securities, cash, real estate, &c. \$122,502
Liabilities—
Claims in course of payment \$1,584 || Sundries, including cost of collecting outstanding prems. | 2,600 |
| | \$6,584 |

Net assets \$115,918 || Reserved in hand for unearned premiums on risks in force | 75,000 |
Surplus to insured	\$340,918
Capital paid up	300,000
Net surplus to shareholders after providing for all liabilities and reserves	\$10,918

The office of this Company in New York is at No. 178 Broadway, and the New York directors are Messrs. Joseph W. Drexel, A. L. Hopkins, H. Victor Newcomb, John Paton, Daniel Torrance, Edw. F. Winslow, Erastus Wiman. Further particulars of the business may be obtained from the Company's card in the advertising columns of the CHRONICLE.

—Attention is called to the list of bank, gas and other local securities, offered by Mr. J. P. Wintringham, 36 Pine Street, as noticed on our sixth advertising page this week. These quotations are stated to represent actual holdings, and parties desiring to make investments from first hands should call and examine the matter for themselves.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Shares.	Bonds.
93 Oriental Bank.....	\$10,000 Toledo C. & St. L.
17 Jefferson Fire Ins. Co.....	RR. 1st, 6s, July, 1883,
100 Quicksilver Mining Co.,	coupons on
pref.....	\$10,000 Havana Gaslight Co.,
50 New York Mutual Gas-	9s.....
light Co.....	\$10,000 Elizabeth City & Nor-
60 Marine National Bank. for \$6	folk R.R. Co., 1st, 6s.....
Bonds.....	\$2,000 Quincy & Toledo RR.,
\$26,750 Southern Telegraph	1st, 7s.....
Co. 1st. 6s.....	

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Bkgs Closed. (Days inclusive.)
Railroads.			
Dubuque & Sioux City	1½	Oct. 16	Oct. 1 to Oct. 16
Lehigh Valley (quar.)	2	Oct. 15	Sept. 19 to
Manhattan consol. stock (quar.) ..	1½	Oct. 1	Sept. 21 to Oct. 1
Missouri Pacific (quar.)	1½	Oct. 1	Sept. 21 to Oct. 2
New York Central & Ind. (quar.) ..	1½	Oct. 15	Sept. 16 to Oct. 19
New York Lack & West. (quar.) ..	1½	Oct. 1	Sept. 16 to Sept. 30
Miscellaneous.			
Western Union (quar.)	1½	Oct. 15	Sept. 21 to Oct. 8

NEW YORK, FRIDAY, SEPT. 12, 1884-5 P. M.

The Money Market and Financial Situation.—The highest range of Hudnut's thermometer for nine days ending with September 11, and the number of shares sold at the New York Stock Exchange each day, form no uninteresting record, compared with the same days of last year:

	1884.		1883.	
	Thermometer.	Shares sold.	Thermometer.	Shares sold.
Sept. 3.....	88	177,245	71	321,136
" 4.....	92	180,108	75	336,337
" 5.....	91	309,233	74	389,955
" 6.....	92	203,546	76	47,606
" 7.....	94	Sunday.	81	535,101
" 8.....	92	157,514	72	447,314
" 9.....	94	88,502	63	Sunday.
" 10.....	95	141,292	66	435,157
" 11.....	92	102,923	63	339,924

There has been a strong contrast between the weather prevailing in the early part of September this year and last year, which has had much to do with the business situation. It will be remembered that the first killing frost which cut short the corn crop of 1883 occurred on the 8th of September, and for a number of days prior to the 8th the temperature was so low that the crop made little progress toward maturity. This year all is different, and during eight consecutive days, from the 4th to the 11th, inclusive, the thermometer rose each day to 92, or higher. On the other hand, the heat, which has been so promising for the future of corn, was destructive to business activity for the time being, and transactions at the Stock Board were reduced to a minimum; in this, also, last year was far different, as the driving of the famous golden spike on the Northern Pacific took place on Sept. 8, and there came, to say the least, a decided animation in our stock market, although it was animation of that sort which many would have been glad to avoid.

The wheat crop is now estimated by the Agricultural Bureau to be 500,000,000 bushels, and corn (the largest crop ever raised) is estimated at 1,800,000,000 bushels, and these crops, even with the moderate prices now current, can hardly help giving a feeling of prosperity in the agricultural districts. They show, too, how much more important is the corn crop than any other of the cereals, although it is to be remembered that new corn moves hardly at all before December, and the benefit to the railroads and commission men must come mainly after that date.

Rates for call loans during the week on stock and bond collaterals have ranged at 1 to 4 per cent, and to-day at 1½ to 2 per cent. Prime commercial paper is quoted at 5 to 6 per cent.

The Bank of England weekly statement on Thursday showed a loss in specie of £157,221, and the percentage of reserve to liabilities was 45½, against 44½ last week; the discount rate remains at 2 per cent. The Bank of France lost 2,566,000 francs in gold and 2,718,000 francs in silver.

The New York Clearing-House banks, in their statement of Sept. 6, showed a decrease in surplus reserve of \$1,571,475, the total surplus being \$29,523,900, against \$31,100,375 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1884. Sept. 6.	Differences fr'm Previous Week.	1883. Sept. 8.	1882. Sept. 9.
Loans and dis.	\$289,317,390	Inc. \$1,454,106	\$27,590,300	\$23,907,790
Specie	75,706,000	Dec. 214,300	58,723,600	51,553,110
Circulation	14,275,190	Dec. 80,300	15,547,700	18,320,700
Net deposits ..	304,563,600	Inc. 411,500	314,892,400	303,187,500
Legal tenders ..	29,963,800	Dec. 1,253,100	24,682,000	22,261,500
Legal reserve ..	76,140,000	Inc. \$102,875	\$74,723,100	\$75,796,875
Reserve held ..	103,669,800	Dec. 1,468,600	83,210,600	73,914,600
Surplus	\$29,523,900	Dec. \$1,571,475	\$4,387,500	\$1,882,227

Exchange.—Foreign bills have been in light demand and rates for sterling declined about ½ cent in the week. Commercial bills are not reported in large supply, but as the season of heavier produce shipments is near at hand, some bills may be drawn in anticipation of shipments.

To-day the rates on actual business were as follows, viz.: Bankers' 60 days sterling, 4 83½ @ 4 83; demand, 4 84½ @ 4 85. Cables, 4 85½ @ 4 85½. Commercial bills were 4 81 @ 4 81½. Continental bills were: Francs, 5 21¼ @ 5 21½ and 5 18¾ @ 5 19¾; reichmarks, 91½ and 95 @ 95½; guilders, 39¾ @ 39¾ and 40 @ 40½.

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying 1½ discount, selling 1½ discount @ par; Charleston, buying 3-16 @ 1½ discount, selling par; Boston, 20 @ 25 premium; New Orleans, commercial 50 @ 75 discount; bank nominal; St. Louis, 90 premium; Chicago, par.

The posted rates of leading bankers are as follows:

	September 12.	Sixty Days	Demand.
Prime bankers' sterling bills on London.....	4 83½	4 85½	
Prime commercial	4 82		
Documentary commercial	4 81½		
Paris (francs)	5 21¼	5 18¾	
Amsterdam (guilders)	40½	40¾	
Frankfort or Bremen (reichmarks)	94½	95½	

Coins.—The following are quotations in gold for various coins:

Sovereigns.....\$4 84 @ \$4 88	Silver ½s and ¼s. — 99¾ @ par.
Napoleons..... 3 85 @ 3 90	Five francs..... — 92½ @ — 94½
X X Reichmarks. 4 73 @ 4 77	Mexican dollars..... — 87½ @ — 87½
X Guilders..... 3 96 @ 4 00	Do uncomm'cl. — 86 @ —
Spain's Doubloons. 15 55 @ 15 65	Peruvian soles..... — 79½ @ — 81
Mex. Doubloons. 15 55 @ 15 65	English silver..... 4 80 @ 4 85
Fine silver bars .. 1 10½ @ 1 10½	U. S. trade dollars — 86½ @ —
Fine gold bars .. par @ ¼ prem	U. S. silver dollars — 90¾ @ par.
Dimes & ½ dimes. — 99½ @ par	

United States Bonds.—There has been a firmer market for Governments, notwithstanding the generally sluggish character of all business at the Stock Exchange, and prices of all the leading issues show a fractional advance over last week.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Sept. 6.	Sept. 8.	Sept. 9.	Sept. 10.	Sept. 11.	Sept. 12.
4½s, 1891..... reg.	Q.-Mar.	111½	111½	111½	111½	111½	112½
4½s, 1891..... coup.	Q.-Mar.	111½	111½	111½	111½	111½	112½
4s, 1907..... reg.	Q.-Jan.	119¼	119	119¼	119¼	119¼	119¼
4s, 1907..... coup.	Q.-Jan.	120	120	120¼	120¼	120¼	120¼
3s, option U. S.	Q.-Feb.	100½	100½	100½	100½	100½	100½
6s, cur'cy, '95..... reg.	J. & J.	126	127	127	127	127	127
6s, cur'cy, '96..... reg.	J. & J.	127	127	129	129	129	129
6s, cur'cy, '97..... reg.	J. & J.	131	131	131	131	131	131
6s, cur'cy, '98..... reg.	J. & J.	131	133	133	133	133	134
6s, cur'cy, '99..... reg.	J. & J.	133	135	135	135	135	135½

* This is the price bid at the morning board; no sale was made.

State and Railroad Bonds.—In State bonds only two or three sales have been recorded during the week, among which were Tennessee compromise bonds at 44 and North Carolina special tax, 2d class, at 4.

Railroad bonds have been very dull until to-day, when Erie seconds were sold freely and declined to 56, closing at that price. This weakness was on account of the London committee's report. In other bonds there have been no features of much importance.

Railroad and Miscellaneous Stocks.—The stock market has been exceedingly dull on account of the hot weather, but until to-day prices were fairly maintained. If it be true that the large grain crops of this year will give the railroads an active business in the winter and spring of 1885, it is also true that we are now on a period of between-seasons until those crops begin to move heavily to market. One of the discouraging features of the present moment would be swept away if the disagreements among the several railroad pools were adjusted, and harmony should be restored all around. As this only requires the assent of the various railroad managers, and as they may conclude at any time to patch up their differences and cement a peace, it is plain that the situation in this respect may change for the better without a day's warning. The main thing is to have enough business, and if the products of the season furnish that, the rates can be, and ought to be, fairly maintained.

The dissolution of the pooling arrangements between the three telegraph companies opposing Western Union was interpreted as favorable to the latter company, but the matter is not yet clear to the public, and some new combination, or the absorption of the Bankers' & Merchants' by other companies, is far from improbable.

The Vanderbilt stocks must depend largely on the business of their several roads during the balance of this year, and especially on the maintenance of fair rates for freight and passengers on the trunk lines. There are now two roads of insolvent companies between Buffalo and New York, and there will be much interest to see who is to have control of them hereafter.

The Union Pacific statement of earnings for July is fully up to Mr. Adams' predictions, and shows for the first time this year a gain in net earnings over the corresponding month of 1883—the net for July being \$1,324,650, against \$1,226,849 in July, 1883.

The weakness in Erie stock and second consols to-day was on London selling, based on the committee's report submitted there, which was considered unfavorable, giving the floating debt as \$11,250,000, and the income inadequate to meet charges.

The coal situation remains unchanged, and a moderate reduction in prices of coal would appear to be the best way to prevent a more serious break from the schedule rates. Central of New Jersey has been weak, partly in consequence of reported selling of Vanderbilt stock, though the certificates were said to be stock loaned to encourage a short interest.

The tone to-day was generally weak, and the market declined slightly in sympathy with the attack on Erie bonds and stock.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING SEPT. 12, AND SINCE JAN. 1, 1884.

HIGHEST AND LOWEST PRICES.							Sales of the Week (Shares).		Range Since Jan. 1, 1884.		For Fall Year 1883.	
STOCKS.	Saturday, Sept. 6.	Sunday, Sept. 8.	Tuesday, Sept. 9.	Wednesday, Sept. 10.	Thursday, Sept. 11.	Friday, Sept. 12.	Lowest.	Highest.	Low.	High.		
* RAILROADS.												
Albany & Susquehanna	45	45	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	126	135		
Boston & N. Y. Air Line, pref.	50	50	50	50	50	50	50	50	127	135		
Burlington Cdl. Rapids & Prof.	45	45	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	126	135		
Canadian Pacific	45	45	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	126	135		
Canada Southern	45	45	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	126	135		
Central of New Jersey	55 1/2	55 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2	126	135		
Central Pacific	41	42	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	126	135		
Chesapeake & Ohio	14 1/2	15	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	126	135		
Do	9	10	9	9	9	9	9	9	126	135		
Chicago & Alton	133 1/2	133 1/2	132 1/2	132 1/2	132 1/2	132 1/2	132 1/2	132 1/2	126	135		
Chicago Burlington & Quincy	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	126	135		
Chicago Milwaukee & St. Paul	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	110 1/2	126	135		
Chicago & Northwestern	99 1/2	101 1/2	97 1/2	98 1/2	99 1/2	99 1/2	99 1/2	99 1/2	126	135		
Chicago Rock Island & Pacific	133 1/2	133 1/2	133 1/2	133 1/2	133 1/2	133 1/2	133 1/2	133 1/2	126	135		
Chicago St. Louis & Pittsburgh	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2	126	135		
Do	22	22	22	22	22	22	22	22	126	135		
Chicago St. Paul Minn. & Om.	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	34 1/2	126	135		
Cleveland Col. Cinn. & Ind.	42	43	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	126	135		
Cleveland & Pittsburgh, guar.	108	110 1/2	107 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	126	135		
Delaware Lackawanna & West	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	126	135		
Denver & Rio Grande	8 1/2	9	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	126	135		
East Tennessee Va. & Ga.	8 1/2	9	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	126	135		
Evansville & Terre Haute	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	126	135		
Green Bay Whomaa & St. Paul	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	126	135		
Houston & Texas Central	125 1/2	125 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	126	135		
Illinois Central	16	16	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	126	135		
Indiana Bloomington & West'n	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	126	135		
Lake Erie & Western	80 1/2	82 1/2	79 1/2	81 1/2	80 1/2	81 1/2	80 1/2	81 1/2	126	135		
Lake Shore	69	69	66	66	66	66	66	66	126	135		
Long Island	30	31 1/2	29 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	126	135		
Louisville & Nashville	24	24	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	126	135		
Louisville New Albany & Chic.	69	69	66	66	66	66	66	66	126	135		
Manhattan Elevated	108	110 1/2	107 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	126	135		
Do	1st pref.											
Manhattan Beach Co.	70 1/2	71	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	70 1/2	126	135		
Memphis & Charleston	27	27	27	27	27	27	27	27	126	135		
Metropolitan Elevated	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2	126	135		
Michigan Central	69	69	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	126	135		
Milwaukee L. Shore & West'n	14 1/2	15	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	126	135		
Do	1st pref.											
Minneapolis & St. Louis	18 1/2	19	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	126	135		
Missouri Kansas & Texas	18 1/2	19	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	126	135		
Missouri Pacific	91 1/2	93 1/2	91 1/2	92 1/2	91 1/2	92 1/2	91 1/2	92 1/2	126	135		
Mobile & Ohio	9	9	9	9	9	9	9	9	126	135		
Nashville Chattanooga & St. Louis	124 1/2	124 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	126	135		
New York Central & Hudson	102	103	100 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	126	135		
New York Chic. & St. Louis	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	126	135		
Do	1st pref.											
New York Elevated	86	89	86	89	86	89	86	89	126	135		
New York Lack. & Western	16	16 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	126	135		
New York Lake Erie & West.	16	16 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	126	135		
New York & New England	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	126	135		
New York New Haven & Hart.	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	126	135		
New York Ontario & Western	12	13	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	126	135		
New York Susq. & Western	10 1/2	11 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	126	135		
Norfolk & Western	28	28	28	28	28	28	28	28	126	135		
Do	1st pref.											
Norfolk & Western	28	28	28	28	28	28	28	28	126	135		
Ohio Central	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	126	135		
Ohio & Mississippi	21 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	126	135		
Ohio Southern	21 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	126	135		
Oregon Short Line	15 1/2	16 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	126	135		
Oregon & Trans-Continental	14 1/2	15 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	126	135		
Peoria Decatur & Evansville	25	26 1/2	25	26 1/2	25	26 1/2	25	26 1/2	126	135		
Philadelphia & Reading	25	26 1/2	25	26 1/2	25	26 1/2	25	26 1/2	126	135		
Pittsburg Col. Va. & Ind. Centra.	132	132	132	132	132	132	132	132	126	135		
Rich. & Allegh. Stk. & Trust Offs.	45	45	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	126	135		
Richmond & Danville	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	126	135		
Richmond & W. P. Terminal	43	43	43	43	43	43	43	43	126	135		
Rochester & Tonawanda	16	16	16	16	16	16	16	16	126	135		
Rome Watertown & Ogdensburg	16	20	16	20	16	20	16	20	126	135		
St. Louis Alton & Terre Haute	26	30	26	30	26	30	26	30	126	135		
Do	1st pref.											
St. Louis & San Francisco	43 1/2	44 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	126	135		
Do	1st pref.											
St. Paul & Duluth	87	87	87	87	87	87	87	87	126	135		
Do	1st pref.											
St. Paul Minneapolis & Manitoba	97	97 1/2	95	96 1/2	95	96 1/2	95	96 1/2	126	135		
Texas & Pacific	13	13 1/2	13	13 1/2	13	13 1/2	13	13 1/2	126	135		
Union Pacific	49 1/2	52	48 1/2	49 1/2	48 1/2	49 1/2	48 1/2	49 1/2	126	135		
Wabash St. Louis & Pacific	5 1/2	6	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	126	135		
Do	1st pref.											
MISCELLANEOUS.												
American Tel. & Cable Co.	10	10	10	10	10	10	10	10	126	135		
Bankers' & Merchants' Tel.	10	10	10	10	10	10	10	10	126	135		
Colorado Coal & Iron	96 1/2	96 1/2	94 1/2	95 1/2	94 1/2	95 1/2	94 1/2	95 1/2	126	135		
Delaware & Hudson Canal	10	10	10	10	10	10	10	10	126	135		
Mutual Union Telegraph	10	10	10	10	10	10	10	10	126	135		
New York & Texas Land Co.	10	10	10	10	10	10	10	10	126	135		
Oregon Improvement Co.	10	10	10	10	10	10	10	10	126	135		
Oregon Railway & Nav. Co.	83	83	83	83	83	83	83	83	126	135		
Pacific Mail	49 1/2	50 1/2	48 1/2	49 1/2	48 1/2	49 1/2	48 1/2	49 1/2	126	135		
Pullman Palace Car Co.	115 1/2	114	114 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	126	135		
Quicksilver Mining	27	27	27	27	27	27	27	27	126	135		
Do	1st pref.											
Western Union Telegraph	65 1/2	67	64 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	126	135		
EXPRESS.												
Adams	130	133	130	133	130	133	130	133	126	135		
American	91	95	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	126	135		
United States	52	54	52	54	52	54	52	54	126	135		
Wells, Fargo & Co.	105	110	105	110	105	110	105	110	126	135		
* COTTON STOCKS.												
Atchafalaya Topoka & Santa Fe												
Chicago & Alton												
Columbia & Greenville, pref.												
Columbia & Greenville, pref.												
Danbury & Norwalk												
Dubuque & Sioux City												
John & Chicago												
Kearney & Des Moines												
Louisiana & New York												
Ohio & Mississippi, pref.												
Reusselcher & Saratoga												
Virginia Midland												
Maryland Coal	15	15	15	15	15	15	15	15	126	135		
New Central Coal												
Pennsylvania Coal												

QUOTATIONS OF STATE AND RAILROAD BONDS, SEPTEMBER 12, 1884.

STATE BONDS.

SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.
A Class A—Class A, 1906.	79	81	Louisiana—Consols., 1914.	70	N. Carolina—Continued.			Tennessee—Continued.			
Class B, 5%, 1906.	60	100	E. matured coupon.	60	New bonds, J. C. J., 92-8.	18	18	6s, new series, 1914.	39 1/2	39 1/2	45
Class C, 4s, 1903.	73	80 1/2	Missouri—Cs., 1886.	102 1/2	Special tax, all classes.	3	4 1/4	2nd refund, 1912.	44	45	45
6s, 10-20s, 1900.	100	99	6s, 1871 & 1880.	104	Consol. tax, all classes.	108	108	Virginia—6s, old.	37	37	37
6s, 10-20s, 1900.	100	99	Any or Univ. due '92	100	6s, 1910.	82	83	6s, new, 1886.	37	37	37
7s, L. Rock & P. R. ss.	6	6	Funding, 1894-95.	115	6s, 1910.	108	110	6s, consol. bonds.	38	38	38
7s, Memp. & Pl. ss.	6	6	Hempfl. & St. Jo. '95.	104	Ohio—6s, 1st conv'n.	103 1/4	104	6s, ex-timed coupon.	84	84	84
7s, L. R. P. B. & N. O. R.	6	6	New York—Cs., 1885, 1887	112	South Carolina—			6s, consol., 2d series.	40	40	40
7s, G. O. R. & N. O. R.	6	6	6s, loan, 1891.	112	6s, Act Mar. 23, 1869.	2	4	6s, deferred.	4	8	8
7s, Arkansas Consol. R.R.	3	3	6s, loan, 1892.	115	non-fundable.	104	106	District Columbia—	100 1/2	100 1/2	100 1/2
Georgia—Cs., 1888.	102	105	6s, loan, 1893.	115	Ry. bonds, Gen'l. Assn., 1893	39 1/2	39 1/2	3-65s, 1924.	100 1/2	100 1/2	100 1/2
Gold, 1880.	100	112 1/2	N. Carolina—Cs., 1861, T. & F.	2 1/2	Tennessee—6s, old, 1892-8.	39 1/2	39 1/2	Registered.	100	100	100
			Funding act, 1866-1868.	9	6s, new, 1892-4.	39 1/2	39 1/2	Funding 6s, 1880.	100	100	100

RAILROAD BONDS.

SECURITIES.				SECURITIES.				SECURITIES.			
Bld. Ask.				Bld. Ask.				Bld. Ask.			
Railroad Bonds.											
(Stock Exchange Prices.)											
Ala. Central—1st, 6s, 1913				Maricopa & Clin.—1st, 7s				Penn. RR.—Continued			
Alleg. Cent.—1st, 6s, 1922				Metropolitan—1st, 1903				Pitts. Ft. W. & Calcs.—1st			
Atch. T. & S. Fe.—1st, 6s, 1920				2d, 6s, 1899				7s, 1912			
Ching. & S. Fe.—1st, 6s, 1912				Gen. Cent.—1st, 7s, 1911				7s, 1912			
Atl. & Pac.—1st, 6s, 1910				Mid. Consol. Cons. 1902				Consol. Cons. 1st, 6s			
Balt. & O.—1st, 6s, Frk. Br.				Consol. 5s, 1902				4th, 6s, 1891			
Bost. Harb. & N.—1st, 7s				6s, 1909				St. L. V. & H.—1st, 7s			
Ches. & Del.—1st, 6s, 1913				Colton, 5s, 1931				2d, 7s, 1898			
Eur. C. Rap. & N.—1st, 5s				Edgemoor, 5s, 1931				Pitts. Harb. & N.—1st, 6s, 1911			
Min. & S. W.—1st, 7s, 80				Gen. Cent.—1st, 6s, 1911				Rome W. & Og.—1st, 7s, 91			
St. City & West.—1st, 6s				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
C. & H. P. & N.—1st, 6s				Gen. Cent.—1st, 6s, 1911				Rock, Pitt.—1st, 6s, 1922			
Can. So.—1st, int. guar. 5s				Gen. Cent.—1st, 6s, 1911				Consol. Cons. 1st, 6s			
Gen. Cent.—1st, 6s, 1913				Gen. Cent.—1st, 6s, 1911				Rich. & Alleg.—1st, 7s, 1920			
Cent. Iowa—1st, 7s, 99				Gen. Cent.—1st, 6s, 1911				Rich. & Danv.—Cons. 6s, 93			
Fl. Div.—1st, 6s, 1912				Gen. Cent.—1st, 6s, 1911				Rebentue 7s, 1927			
Fl. Div.—1st, 6s, 1912				Gen. Cent.—1st, 6s, 1911				St. L. V. & H.—1st, 7s, 97			
Ches. & A. & S.—1st, 6s				Gen. Cent.—1st, 6s, 1911				Income, 1900			
Ches. & O.—Fur. money 6d.				Gen. Cent.—1st, 6s, 1911				Seloto Val.—1st, cons. 7s			
6s, gold, series A, 1908				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
6s, gold, series B, 1908				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
Mortgage 6s, 1911				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
Ches. O. & S. W.—M. 5s, 6s				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
Chic. & Alton—1st, 7s				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
St. L. & Mo. River—1st, 7s				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, 7s, 1900				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
St. L. & C. & Chic.—1st, 7s				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
1st, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				1st, ext. 5s, 1922			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				St. L. & Iron Mt.—1st, 7s			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6s, 1911				2d, 7s, 1897			
2d, guar. 5s, 7s, 94				Gen. Cent.—1st, 6							

New York Local Securities.

Bank Stock List.				Insurance Stock List.			
COMPANIES.				COMPANIES.			
PRICE.				PRICE.			
Marked thus (*) are not National.	Par.	Bid.	Ask.	Marked thus (*) are not National.	Par.	Bid.	Ask.
America's	100	150	165	American	50	140	150
Amey Exchange	100	125	135	Amer. Exchange	100	102	110
Broadway	25	250	280	Bowery	25	140	150
Butcher's & Drov's	25	140	150	Broadway	25	165	175
Central	100	100	110	Brooklyn	17	160	170
Chas.	100	100	110	Citizens	20	140	150
Chatham	25	150	160	City	70	110	120
Chemical	100	2000	2100	Clinton	100	120	125
Citizens	100	125	135	Commercial	50	50	80
City	100	150	160	Continental	100	220	235
Commerce	100	145	150	Eagle	40	230	250
Continental	100	100	110	Empire City	100	70	80
Corn Exchange	100	160	170	Exchange	30	90	100
East River	100	100	110	Farragut	50	100	108
Eleventh Ward	25	100	110	Firemen's	17	75	85
Fifth	100	100	110	Firemen's Trust	10	40	70
First Avenue	100	100	110	Franklin & Emp.	100	105	112
Fourth	100	105	108	German-American	100	227	235
Fulton	30	100	110	Germania	50	130	140
Gallatin	50	160	170	Globe	50	105	115
Garfield	100	100	110	Greenwich	25	230	240
German American	100	100	110	Guardian	100	55	65
German Exchange	100	100	110	Hamilton	15	100	110
Germania	100	100	110	Hanover	50	120	130
Greenwich	25	145	150	Home	100	139	135
Hanover	100	100	110	Howard	50	50	60
Imp. & Traders	100	265	275	Jefferson	100	40	50
Irving	50	100	110	Kings Cnty (Bkn.)	20	200	210
Leather Manuf's	100	150	160	Knickerbocker	40	82	90
Manhattan	50	162	170	Long Isl'd (Bklyn)	50	110	120
Marine	100	100	110	Lorillard	25	75	80
Market	100	137	145	Manufac. & Build.	100	100	110
Mechanics	25	150	160	Mech. & Traders	25	40	70
Mechanics & Trade	100	100	110	Mechanics (Bklyn)	50	105	112
Mercantile	100	120	130	Montauk (Bklyn.)	50	105	110
Mercantile	50	120	130	Nassau (Bklyn.)	50	145	150
Mercantile Exch.	50	90	100	National	100	100	110
Metropolis	100	100	110	N. Y. Equitable	35	150	160
Murray Hill	100	100	110	N. Y. Fire	100	80	85
Nassau	50	131	140	Niagara	50	120	125
N. Y. Nat. Exch.	100	100	110	North River	25	107	110
Ninth	100	110	120	Pacific	25	165	175
North America	70	100	100	Park	100	100	108
North River	100	100	110	Peter Cooper	20	145	155
Oriental	25	130	140	People's	50	108	115
Pacific	50	160	170	Phenix	50	100	108
Park	100	152	165	Rutger's	25	115	120
People's	100	100	110	Standard	50	40	100
Phenix	50	100	110	Star	100	45	60
Produce	50	100	110	Stuyvesant	25	110	120
Republic	100	125	135	United States	25	120	125
Seventh Ward	100	125	135	Westchester	10	120	125
Second	100	100	110	Williamsburg Cmy.	50	200	225
Shoe & Leather	100	135	145				
State of New York	100	105	110				
Third	100	100	110				
Tradesmen's	40	100	110				
Union	50	100	110				
United States	100	100	110				
Wall Street	50	100	110				
West Side	100	100	110				

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by GEO. H. PRENTISS & CO., Brokers, 49 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period.	Rate.	Date.	Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5	May 1, '84	130	133
Citizens Gas-L. (Bklyn.)	20	1,200,000	Var's	3	July 1, '84	91	93
Bonds	1,000	250,000	A. & O.	3 1/2	Aug. F. '99	107	110
Harlem	50	2,000,000	F. & A.	3	Aug. 1, '84	121	123
Jersey City & Hoboken	20	7,500,000	J. & J.	7	July 1, '84	145	155
Manhattan	50	4,000,000	Var's	5	June 2, '84	237	240
Metropolitan	20	2,500,000	F. & A.	5	Aug. 12, '84	233	237
Bonds	1,000	700,000	F. & A.	3	1902	107	110
Mutual (N. Y.)	100	3,500,000	Quar.	2 1/2	July 1, '84	125	127
Bonds	1,000	1,500,000	M. & N.	3	1902	104	106
Nassau (Bklyn.)	25	1,000,000	Var's	2	June 2, '84	106	108
Scrip	Var's	700,000	M. & N.	2 1/2	May 1, '84	85	90
New York	100	4,000,000	M. & N.	5	May 1, '84	158	161
Bonds	10	1,000,000	J. & J.	3	June 2, '84	77	80
People's (Bklyn.)	1,000	400,000	M. & N.	3 1/2	May 1, '84	105	110
Bonds	Var's	1,300,000	J. & J.	3	Apr. 1, '84	97	100
Williamsburg	1,000	1,400,000	Quar.	2 1/2	July 21, '84	130	132
Bonds	1,000	1,000,000	A. & O.	3	1900	106	110
Metropolitan (Bklyn.)	100	10,000,000	Var's	3	July 1, '84	94	96
Municipal	100	3,000,000	Var's	5	June 10, '84	206	209
Bonds	1,000	750,000	M. & N.	3 1/2	1888	106	108
Fulton Municipal	100	3,000,000	J. & J.	3	Aug. 5, '84	145	150
Bonds	100	300,000	J. & J.	6	1890	107	110
Equitable	100	2,000,000	Var's	6	1890	95	100

[Quotations by H. L. GRANT, Broker, 145 Broadway.]

B'cker St. & Fult. Fy-Suk	1,000	900,000	J. & J.	7 1/2	July, '84	24	25 1/2
1st mort.	1,000	700,000	J. & J.	7	July, 1900	110	112 1/2
B'rdway & 7th Av.-Suk	100	2,100,000	Q. & J.	2	July, '84	162	169
1st mort.	1,000	1,500,000	J. & J.	7	June, 1904	105	108
Brooklyn City-Stock	10	2,000,000	Q. & F.	3 1/2	Aug. 1, '84	105	108
1st mort.	1,000	800,000	J. & F.	5	Jan. 1, 1902	105	110
Bklyn. Crosstown-Stock	100	200,000	A. & O.	4	April, '84	135	165
1st mort. bonds	100	400,000	J. & J.	7	Jan. 1, 1888	105	112
Bushway-AV. (Bklyn.)-Suk	100	500,000	Q. & J.	2	Aug. 1, '84	105	112
Central Crosstown-Suk	100	600,000	Q. & J.	1 1/2	Aug. '84	145	150
1st mort.	1,000	250,000	M. & N.	6	Nov. 1922	110	112 1/2
Cent. Pk. N. Y. Fy-Suk	1,000	1,800,000	Q. & J.	2	July, '84	128	141
Consol. mort. bonds	100	1,800,000	J. & J.	3	Dec. 1902	115	118
Christ'ph & 10th St-Suk	100	650,000	F. & A.	3	Aug. '84	130	135
Bonds	100	250,000	A. & O.	7	Oct. 1898	110	116
Dy Dr. E. R. N. Y. Fy-Suk	1,000	1,200,000	Q. & F.	2 1/2	Aug. '84	162	165
1st mort. consols.	500	1,000,000	J. & J.	7	June 1, 1904	115	118
Scrip	100	1,200,000	F. & A.	6	Feb. 1914	101	102 1/2
Eight Av.-Stock	100	1,000,000	Q. & J.	2 1/2	July, '84	250	265
42d & Grand St. Fy-Suk	100	1,000,000	F. & A.	6	Feb. 1914	105	110
1st mort.	1,000	235,000	A. & O.	7	April, '84	112	117
Hous. W. St. & P. Fy-Suk	100	250,000	Q. & F.	2	Aug. '84	130	140
1st mort.	500	500,000	J. & J.	7	July, '84	111	113 1/2
2nd Av.-Stock	100	1,800,000	J. & J.	7	July, '84	105	110
3d mort.	1,000	150,000	Q. & J.	5	April, '84	100	105 1/2
Consol.	1,000	1,050,000	M. & N.	7	May, '84	105	106
Sixth Av.-Stock & scrip	1,000	1,500,000	M. & N.	10	March, '84	150	155
1st mort.	1,000	1,500,000	J. & J.	7	July, '84	110	115
Third Av.-Stock	100	2,000,000	Q. & J.	7	Aug. '84	105	110
1st mort.	1,000	2,000,000	J. & J.	7	Jan., '90	111	113
Twenty-third St.-Stock	100	600,000	F. & A.	4	Aug. '84	170	175
1st mort.	1,000	250,000	M. & N.	7	May, '84	110	113

* This column shows last dividend on stock, but date of maturity of bonds.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.
BOSTON.				BALTIMORE.			
Atch. & Topeka-1st, 7s.	120			Buff. Pitts. & W.-Gen. 6s	108		
Land grant, 7s.	80			Cam. & Amboy-6s, c, '89	108 1/2		
Atlantic & Pacific-6s	80			Mort., 6s, 1880	109 1/2		110
Income	117			Cam. & Atl.-1st, 7s, c, '93	113		
Boston & Maine-7s.	117			2d, 6s, 1904	113		
Boston & Albany-7s.	117			Cons., 6 p.c.	113		
6s.	117			Cam. & Burl. Co.-6s, '97	113		
Boston & Providence-7s.	117			Catawissa-1st, 7s, con. c.	113		
Burl. & Mo.-Ld. gr. 7s.	103 1/2			Chart. 31, 10s, 1880	113		
Nebraska, 6s. Exempt	80			New 7s, reg. & cons.	113		
Nebraska, 6s. Non-expt	80			Chart'rs V-1st, 7s, 1901	118		
Nebraska, 4s.	80			Connect'g 6s, cp, 1900-04	118		
Conn. & Passumpsic-7s.	111 1/2			Cor. Cowan Ant. deb. 6s	118		
Connott Valley-6s.	111 1/2			Delaware-6s, rd. & cp. Y	118		
East'n. Mass.-6s, new	111 1/2			Del. & Bound Br-1st, 7s.	118		
Fort Scott & Gulf-7s.	111 1/2			East Penn.-1st, 7s, 1888	118		
K. City Lawr. & So. 6s.	111 1/2			Easton & Amby-6s, 1880	118		
K. City St. Jo. & C. B.-7s.	95			El. & Wm's Pt-1st, 6s, 1910	118		
Little R. & Ft. S., 7s, 1st	95			Gen. 7s, 1903	118		
K. City Sp'd & Mem.-6s	95			Debiture 6s, reg.	118		
Mexican Central-7s.	95 1/2			Norfolk & West-Gen. 6s	118		
Income	95 1/2			N. R. Div. 1st, 6s, 1892	118		
N. Y. & N. England-6s.	104			Oil City & Chic.-1st, 6s.	118		
7s.	104			Oil Creek-1st, 6s, cons.	118		
N. Mexico & So. Pac. 7s.	115 1/2			Pennsylv.-Gen. 6s, reg.	118		
Ogdensb. & L. Ch.-Cons. 6s	115 1/2			Gen. 6s, reg. 1905	118		
Income	115 1/2			Cons., 6s, cons. 1905	118		
Old Colony-7s.	114 1/2			Pa. & N. Y. C.-7s, 1896	118		
Pueblo & Ark. Val.-7s.	114 1/2			Perkimen-1st, 6s, cp, '87	118		
Railroad & 6s, 1st.	93			Phil. & Del.-2d, 7s, cp, '88	118		
Sonora-7s.	93			Cons., 6s, 1920	118		
STOCKS.				Cons., 6s, 1920	118		
Atchison & Topeka	72 1/2	72 1/2		Phila. Newt. & N. Y.-1st	116		
Atlantic & Pacific	7 1/2	7 1/2		Phil. & R.-1st, 6s, 1910	116		
Boston & Albany	108 1/2	108 1/2		2d, 7s, cons. '893	116		
Boston & Lowell	100	100		Cons., 7s, reg. 1911	116		
Boston & Maine	104	104		Cons., 6s, cons. 1911	116		
Boston & Providence	104	104		Cons., 6s, g. I. R. C. 1911	116		
Boston & Toronto & Lynn	104	104		Imp. 6s, g. cons. 1897	116		
Cheshire, preferred	104	104		Gen. 6s, g. cons. 1905	116		
Chic. & West Michigan	104	104		Income 7s, cons. 1896	116		
Cinn. Sandusky & Cleve.	104	104		Cons. 6s, 1st ser. c, 1922	116		
Connecticut River	104	104		Cons. 6s, 2d ser. c, 1923	116		
Conn. & Passumpsic	104	104		Cons. 6s, 3d ser. c, 1924	116		
Connott Valley	104	104		Debiture cons. 1893	116		
Cornwall & N. Y.	104	104		Scrip. 1882	116		
Eastern, Mass.	104	104		Conv. 7s, 1st C. 1893	116		
Flint & Pere Marquette	104	104		Cons. 7s, cp. off. Jan. '97	116		
Fort Scott & Gulf	104	104		Phila. & Del.-1st, 6s, 1910	116		
Preferred	104	104		Pitts. Cinn. & St. L.-7s, reg.	116		
Iowa Falls & Sioux City	104	104		Phil. Titus & B.-7s, cp.	116		
Little Rock & Ft. Smith	104	104		Shamokin & Pott's	116		
Louisiana & Mo. River	104	104		Shen. & Va.-1st, 6s, 1906	116		
Preferred	104	104		Gen'l 6s, 1921	116		
Marquette & Ontonagon	104	104		Income 6s, 1924	116		
Manchester & Lawrence	104	104		Income 6s, 1924	116		
Marq. Houghton & Onton.	104	104		Scrip. 1882	116		
Preferred	104	104		Conv. 7s, 1st C. 1893	116		
Nashua & Lowell	104	104		Cons. 7s, cp. off. Jan. '97	116		
N. Y. & New England	104	104		Phila. & Del.-1st, 6s, 1910	116		
Northern of N. Hampsh.	104	104		Pitts. Cinn. & St. L.-7s, reg.	116		
Norwich & Worcester	104	104		Phil. Titus & B.-7s, cp.	116		
Old Colony	104	104		Shamokin & Pott's	116		
Portland & Saco & Fortsm.	104	104		Shen. & Va.-1st, 6s, 1906	116		
Rutland-Preferred	104	104		Gen'l 6s, 1921	116		
Vermont & Mass.	104	104		Income 6s, 1924	116		
Worcester & Nashua	104	104		Income 6s, 1924	116		
Wisconsin Central	104	104		Scrip. 1882	116		
Preferred	104	104		Conv. 7s, 1st C. 1893	116		
PHILADELPHIA.				Cons. 7s, cp. off. Jan. '97	116		
RAILROAD STOCKS.				Phila. & Del.-1st, 6s, 1910	116		
Allegheny Valley	1	5		Pitts. Cinn. & St. L.-7s, reg.	116		
Ashtabuta & Pittsburg	1	5		Phil. Titus & B.-7s, cp.	116		
Preferred	1	5		Shamokin & Pott's	116		
Buffalo N.Y. & Phil.	1	5		Shen. & Va.-1st, 6s, 1906	116		
Preferred	1	5		Gen'l 6s, 1921	116		
Camden & Atlantic	1	5		Income 6s, 1924	116		
Preferred	1	5		Income 6s, 1924	116		
Central & Maryland	1	5		Scrip. 1882	116		
1st preferred	1	5		Conv. 7s, 1st C. 1893	116		
2d preferred	1	5		Cons. 7s, cp. off. Jan. '97	116		
Delaware & Bound Brook	1	5		Phila. & Del.-1st, 6s, 1910	116		
East Penn. & Pott's	1	5		Pitts. Cinn. & St. L.-7s, reg.	116		
Elmhurst & Williamsport	1	5		Phil. Titus & B.-7s, cp.	116		
Preferred	1	5		Shamokin & Pott's	116		
Huntingdon & Broad Top	1	5		Shen. & Va.-1st, 6s, 1906	116		
Lehigh Valley	1	5		Gen'l 6s, 1921	116		
Preferred	1	5		Income 6s, 1924	116		
Little Schuylkill	1	5		Income 6s, 1924	116		
Mineola & Schuylkill	1	5		Scrip. 1882	116		
Nesquehoning Valley	1	5		Conv. 7s, 1st C. 1893	116		
Norfolk & West'n-Com.	1	5		Cons. 7s, cp. off. Jan. '97	116		
Preferred	1	5		Phila. & Del.-1st, 6s, 1910	116		
North Pennsylvania	1	5		Pitts. Cinn. & St. L.-7s, reg.	116		
Pennsylvania	1	5		Phil. Titus & B.-7s, cp.	116		
Philadelphia & Erie	1	5		Shamokin & Pott's	116		
Phila. & Reading	1	5		Shen. & Va.-1st, 6s, 1906	116		
Phila. & Trenton	1	5		Gen'l 6s, 1921	116		
Phila. & West Chester	1	5		Income 6s, 1924	116		
Pitts. Cinn. & St. L.-Com.	1	5		Income 6s, 1924	116		
United N. Y. Companies	1	5		Scrip. 1882	116		
West Chester-Cons. pref.	1	5		Conv. 7s, 1st C. 1893	116		
West Jersey & Atlantic	1	5		Cons. 7s, cp. off. Jan. '97	116		
CANAL STOCKS.	1	5		Phila. & Del.-1st, 6s, 1910	116		
Lehigh Navigation	1	5		Pitts. Cinn. & St. L.-7s, reg.	116		
Pennsylvania	1	5		Phil. Titus & B.-7s, cp.	116		
Schuylkill N.Y. pref.	1	5		Shamokin & Pott's	116		
RAILROAD BONDS.	1	5		Shen. & Va.-1st, 6s, 1906	116		
Allegh. Val.-7-3-10s, '9c	115	116		Gen'l 6s, 1921	116		
7s, c, '93	115	116		Income 6s, 1924	116		
Inc. 7s, end. comp. 94	115	116		Scrip. 1882	116		
Ashtab. & Pittsb.-1st, 6s	115	116		Conv. 7s, 1st C. 1893	116		
1st, 6s, reg., 1908	115	116		Cons. 7s, cp. off. Jan. '97	116		
Conn. & Albany-1st, 6s, 1902	115	116		Phila. & Del.-1st, 6s, 1910	116		
3d, 6s, 1885	115	116		Pitts. Cinn. & St. L.-7s, reg.	116		
3d, 6s, 1887	115	116		Phil. Titus & B.-7s, cp.	116		
Bell's Gap-1st, 7s, 1893.	115	116		Shamokin & Pott's	116		
Consol., 6s, 1913	115	116		Shen. & Va.-1st, 6s, 1906	116		
Buff. N.Y. & Phil.-1st, 6s	115	116		Gen'l 6s, 1921	116		
2d, 7s, 1908	115	116		Income 6s, 1924	116		
Consol., 6s, 1912	115	116		Scrip. 1882	116		
Consol., 6s, 1912	115	116		Conv. 7s, 1st C. 1893	116		
Consol., 6s, 1912	115	116		Cons. 7s, cp. off. Jan. '97	116		
Consol., 6s, 1912	115	116		Phila. & Del.-1st, 6s, 1910	116		
Consol., 6s, 1912	115	116		Pitts. Cinn. & St. L.-7s, reg.	116		
Consol., 6s, 1912	115	116		Phil. Titus & B.-7s, cp.	116		
Consol., 6s, 1912	115	116		Shamokin & Pott's	116		
Consol., 6s, 1912	115	116		Shen. & Va.-1st, 6s, 1906	116		
Consol., 6s, 1912	115	116		Gen'l 6s, 1921	116		
Consol., 6s, 1912	115	116		Income 6s, 1924	116		
Consol., 6s, 1912	115	116		Scrip. 1882	116		
Consol., 6s, 1912	115	116		Conv. 7s, 1st C. 1893	116		
Consol., 6s, 1912	115	116		Cons. 7s, cp. off. Jan. '97	116		
Consol., 6s, 1912	115	116		Phila. & Del.-1st, 6s, 1910	116		
Consol., 6s, 1912	115	116		Pitts. Cinn. & St. L.-7s, reg.	116		
Consol., 6s, 1912	115	116		Phil. Titus & B.-7s, cp.	116		
Consol., 6s, 1912	115	116		Shamokin & Pott's	116		
Consol., 6s, 1912	115	116		Shen. & Va.-1st, 6s, 1906	116		
Consol., 6s, 1912	115	116		Gen'l 6s, 1921	116		
Consol., 6s, 1912	115	116		Income 6s, 1924	116		
Consol., 6s, 1912	115	116		Scrip. 1882	116		
Consol., 6s, 1912	115	116		Conv. 7s, 1st C. 1893	116		
Consol., 6s, 1912	115	116		Cons. 7s, cp. off. Jan. '97	116		
Consol., 6s, 1912	115	116		Phila. & Del.-1st, 6s, 1910	116		
Consol., 6s, 1912	115	116		Pitts. Cinn. & St. L.-7s, reg.	116		
Consol., 6s, 1912	115	116		Phil. Titus & B.-7s, cp.	116		
Consol., 6s, 1912	115	116		Shamokin & Pott's	116		
Consol., 6s, 1912	115	116		Shen. & Va.-1st, 6s, 1906	116		
Consol., 6s, 1912	115	116		Gen'l 6s, 1921	116		
Consol., 6s, 1912	115	116		Income 6s, 1924	116		
Consol., 6s, 1912	115	116		Scrip. 1882	116		
Consol., 6s, 1912	115	116		Conv. 7s, 1st C. 1893	116		
Consol., 6s, 1912	115	116		Cons. 7s, cp. off. Jan. '97	116		
Consol., 6s, 1912	115	116		Phila. & Del.-1st, 6s, 1910	116		
Consol., 6s, 1912	115	116		Pitts. Cinn. & St. L.-7s, reg.	116		
Consol., 6s, 1912	115	116		Phil. Titus & B.-7s, cp.	116		
Consol., 6s, 1912	115	116		Shamokin & Pott's	116		
Consol., 6s, 1912	115	116		Shen. & Va.-1st, 6s, 1906	116		
Consol., 6s, 1912	115	116		Gen'l 6s, 1921	116		
Consol., 6s, 1912	115	116		Income 6s, 1924	116		
Consol., 6s, 1912	115	116		Scrip. 1882	116		
Consol., 6s, 1912	115	116		Conv. 7s, 1st C. 1893	116		
Consol., 6s, 1912	115	116		Cons. 7s, cp. off. Jan. '97	116		
Consol., 6s, 1912	115	116		Phila. & Del.-1st, 6s, 1910	116		
Consol., 6s, 1912	115	116		Pitts. Cinn. & St. L.-7s, reg.	116		
Consol., 6s, 1912	115	116		Phil. Titus & B.-7s, cp.	116		
Consol., 6s, 1912	115	116		Shamokin & Pott's	116		
Consol., 6s, 1912	115	116		Shen. & Va.-1st, 6s, 1906	116		
Consol., 6s, 1912	115	116		Gen'l 6s, 1921	116		
Consol., 6s, 1912	115	116		Income 6s, 1924	116		
Consol., 6s, 1912	115	116		Scrip. 1882	116		
Consol., 6s, 1912	115	116		Conv. 7s, 1st C. 1893	116		
Consol., 6s, 1912	115	116		Cons. 7s, cp. off. Jan. '97	116		

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "January 1 to latest date" furnish the gross earnings from January 1 to, and including, the period mentioned in the second column.

Roads.	Latest Earnings Reported.		Jan. 1 to Latest Date.	
	Week or Mo	1884.	1883.	1884.
Ala. & S. Southern	August....	\$6,667	\$2,043	\$79,814
A. T. & S. P.	July.....	1,301,039	1,325,710	8,918,454
B. & O. E. & W.	July.....	47,239	34,465	8,918,454
B. & O. E. & W.	July.....	78,101	86,469	1,691,303
Canadian Pacific	1st wk Sep	146,000	112,000	3,463,226
Central Iowa	4th wk Aug	32,491	35,216	883,399
Central Pacific	August....	2,138,000	2,267,543	14,421,920
Chesapeake & Ohio	3 wks Aug	248,133	258,543	2,240,297
Eliz. Tex. & A. S.	3 wks Aug	59,670	41,335	456,447
Chic. & W. Mich.	4th wk Aug	42,277	42,353	842,843
Chicago & Alton	1st wk Sep	204,887	224,824	5,638,446
Chic. & East. Ill.	4th wk Aug	1,735,199	1,821,703	13,321,220
Chic. & East. Ill.	4th wk Aug	36,024	46,183	973,711
Chic. & Mil. & St. P.	1st wk Sep	475,000	500,771	14,679,000
Chic. & Northw.	1st wk Sep	512,800	548,300	15,045,399
Ch. St. P. Min. & A.	1st wk Sep	101,000	127,900	3,693,044
Chic. & W. Mich.	4th wk Aug	37,993	50,895	1,019,876
Chic. Ind. St. L. & A.	3 wks Aug	160,641	165,933	1,462,402
Ch. N. O. & T. P.	August....	231,664	241,133	1,662,341
Cin. Wash. & Balt.	4th wk Aug	57,095	65,643	1,101,262
Clev. Akron & C.	4th wk Aug	15,415	17,434	311,778
Clev. Col. & Ind.	July.....	292,212	361,601	2,069,138
Conn. & N. Y.	June.....	27,720	27,720	3,007,147
Del. & R. & A.	4th wk Aug	58,757	67,814	3,007,147
Des. Mo. & Ft. D.	4th wk Aug	8,757	8,757	3,007,147
Det. Laus. & N. O.	4th wk Aug	37,615	55,886	892,175
Dub. & Sioux City	4th wk Aug	22,138	28,150	554,138
Eastern	July.....	346,283	331,728	1,944,678
E. Tenn. Va. & Ga.	Aug. 1....	301,705	363,561	2,431,939
Evansville & T. H.	4th wk Aug	21,511	23,917	430,231
Fla. & P. Mar. & F.	4th wk Aug	68,388	69,129	1,655,981
Fla. & W. N. Y.	3d wk Aug	11,518	15,477	623,638
Ft. Worth & Den.	August....	35,800	31,268	315,800
Grand Trunk	Wk Aug 5	363,016	387,866	10,979,244
Gr. Bay W. & S. P.	4th wk Aug	7,008	11,164	247,533
Gulf Col. & San F.	August....	141,235	196,939	1,065,707
Hous. E. & W. Tex.	July.....	55,614	24,115	149,837
I. & C. Cent.	1st wk Sep	205,000	227,826	6,267,600
Ind. Bloom. & W.	4th wk Aug	36,800	40,823	1,297,977
K. C. Ft. S. & G.	4th wk Aug	54,859	66,661	1,419,307
Ind. Ft. S. & G.	4th wk Aug	39,441	31,911	1,464,527
Kan. C. Sp. & M.	3d wk Aug	24,648	24,648	70,167
Kentucky Cent.	3 wks Aug	63,459	67,859	536,221
L. R. & Ft. Smith	July.....	32,422	31,518	269,763
L. R. & Ft. Smith	July.....	32,422	31,518	269,763
Long Island	4th wk Sep	96,949	88,001	1,978,822
La. & Mo. River	May.....	50,800	49,800	261,735
Louis. & Nashv.	1st wk Sep	217,060	247,500	9,011,069
Mar. Hous. & O.	3d wk Aug	28,974	39,115	573,722
Memph. & Char.	August....	119,778	102,478	872,015
Mexican Cent.	August....	240,000	157,701	1,842,235
Mex. Nat. & D.	3d wk Aug	9,841	9,841	3,000,000
Southern Ind.	1st wk Sep	11,889	11,889	487,550
Other lines	2d wk Aug	3,122	3,122	136,626
Milwaukee & N.	1st wk Aug	8,835	8,775	394,341
Mil. L. Sh. & West.	1st wk Sep	29,400	20,000	736,498
Minn. & St. Louis	July.....	155,483	110,671	998,701
Missouri Pacific	June.....	2,653,271	2,577,070	9,861,789
N. Y. & N. J.	1st wk Aug	40,477	37,477	9,745,500
Mobile & Ohio	July.....	142,354	127,832	1,312,194
Nash. Ch. & St. L.	July.....	187,475	193,468	1,332,656
N. O. & Northeast	August....	28,575	10,360	58,626
N. Y. & New Eng.	July.....	276,217	320,151	1,965,470
N. Y. L. Erie & W.	July.....	1,458,186	1,694,687	11,071,827
N. Y. & P. & O.	July.....	489,077	612,895	3,127,798
N. Y. & P. & O.	July.....	97,017	91,189	543,943
Norfolk & W. Va.	July.....	71,802	61,180	543,943
Shenandoah V.	1st wk Sep	20,396	22,545	230,442
Sheridan Cent.	July.....	477,516	474,524	3,067,771
Northern Pacific	1st wk Sep	277,880	214,000	8,234,173
Ohio Central	4th wk Aug	30,338	38,158	727,485
Ohio & Miss.	1st wk Aug	90,232	118,622	2,335,325
Oregon Imp. Co.	June.....	278,722	358,217	1,661,085
Orion R. & C. P.	July.....	439,001	439,001	1,700,724
Pennsylvania	July.....	3,989,055	4,130,950	27,322,331
Peoria Dec. & Ev.	4th wk Aug	27,032	30,433	499,147
Phila. & Erie	July.....	324,721	329,032	1,941,533
Phila. & Read.	July.....	2,727,792	2,973,091	12,877,908
Do C. & Iron	July.....	1,443,654	1,439,747	8,487,603
Rich. & Danv.	July.....	230,923	272,232	2,076,035
Ch. Col. & Aug.	July.....	46,778	46,778	398,778
Vol. Midland & Gr.	July.....	30,880	35,023	329,733
Y. A. Midland	July.....	131,396	146,777	864,010
West. No. Car.	July.....	35,719	30,553	226,633
Roch. & Pittsb'g	1st wk Sep	23,955	19,437	763,200
Rome Wat. & O.	July.....	152,882	142,170	896,653
St. L. Alton & T. H.	4th wk Aug	33,783	47,377	86,432
St. L. & N. O.	July.....	18,530	24,032	43,062
St. L. Ft. S. & W.	1st wk Sep	10,769	6,190	318,316
St. L. & San Fran.	1st wk Sep	110,922	84,839	3,030,672
St. Paul & Dun'th	1st wk Sep	27,591	32,972	764,066
St. P. Min. & Man.	August....	564,421	629,613	4,823,950
South Carolina	July.....	59,255	75,044	634,354
So. Pac. Cal. N. D.	June.....	127,230	124,194	641,279
So. Pac. Div.	August....	315,444	315,444	1,482,987
Do Arizona	May.....	1,244,449	244,002	798,756
Do N. Mex. I.	August....	62,113	77,785	294,640
Tex. & St. Louis	4th wk Aug	24,909	24,909	532,746
Union Pacific	July.....	2,388,343	2,491,035	13,441,137
Utah Cent.	July.....	83,274	85,039	563,660
Vicksburg & Mer.	August....	35,134	32,302	291,065
Vicksburg & Pac.	August....	35,134	32,302	93,440
West Jersey	July.....	178,532	178,147	708,038
Wisconsin Cent.	3 wks Aug	65,151	75,044	89,819

a Includes Southern Kansas lines in both years. b Includes Southern Division. c Including both divisions. d Corpus Christi to Saitillo, 297 miles; up to May embraced only 236 miles, Laredo to Saitillo. e Only 164 miles now, but prior to May represented 297 miles. f Whole Southwestern system. g Not including earnings of New York Penn. & Ohio road. h Not including Central New Jersey in either year prior to June 1. i Included in Central Pacific earnings above. Embracing lines in Missouri, Arkansas and Texas.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business Sept. 6:

Banks.	Average Amount of—				
	Loans and Discounts.	Specie.	Legal Tenders.	Net Deposits other than U. S.	Circulation.
New York	\$9,220,000	\$2,210,000	\$2,130,000	\$11,012,000	\$450,000
Manhattan Co.	7,765,000	1,558,000	487,000	7,550,000	.....
Merchants'	7,074,700	2,012,000	1,461,200	8,473,500	341,100
Mechanics'	8,116,000	3,093,500	970,000	9,179,000	.....
Union	4,494,500	801,400	118,300	4,612,200	.....
America	9,691,300	4,699,100	8,500	11,047,700	.....
Phoenix	2,422,000	549,000	273,900	2,248,000	260,400
City	7,088,900	7,385,200	487,000	12,618,500	.....
Traders'	3,107,500	276,500	136,900	1,801,400	790,200
Fulton	1,351,500	742,700	129,700	1,453,000	.....
Chemical	14,881,000	6,172,000	809,700	17,631,100	.....
Merchants' Exch.	2,915,200	260,700	511,000	2,494,100	292,500
Calatin National.	4,727,000	1,010,100	370,000	3,223,400	621,000
Butchers' & Drov.	1,363,000	422,100	70,300	1,129,000	.....
Mechanics' & Tr.	947,000	102,000	101,000	910,000	45,000
Greenwich	907,200	99,500	236,700	991,400	2,600
State Manuf.	2,953,000	433,400	370,900	2,350,700	525,000
Severin Ward.	1,175,500	290,700	112,900	1,475,100	14,000
Lease of N. Y.	3,502,200	782,500	449,900	2,443,200	.....
American Exch.	13,689,000	1,830,000	1,431,000	10,963,000	.....
Commerce	18,241,200	4,036,300	1,397,300	13,450,000	898,500
Broadway	6,076,500	834,300	229,500	6,129,000	1,905,000
Mercantile	5,502,200	1,476,600	448,800	6,018,100	401,000
Pacific	2,338,300	311,200	121,800	2,351,700	.....
Republic	4,627,200	251,200	1,093,000	4,322,800	386,800
Chatham	409,000	409,000	131,500	3,459,800	45,000
Peoples'	1,567,900	136,600	153,000	1,359,000	5,400
North America	2,921,400	433,700	463,200	3,350,300	.....
Hanover	7,134,300	3,237,200	716,100	8,970,400	526,500
Irvine	2,628,000	434,500	444,000	2,590,000	368,500
Metropolitan	3,924,000	112,900	325,300	3,785,800	1,305,000
Citizens'	2,516,800	236,700	331,500	2,674,500	260,400
Nassau	2,256,100	206,300	304,400	2,528,500	.....
Market	2,741,500	323,900	232,700	2,181,000	450,000
Chas. N. Y.	1,129,000	112,900	325,300	1,359,000	.....
Shoe & Leather	2,547,000	529,000	231,000	2,623,000	439,200
Corn Exchange	4,638,900	798,700	199,000	3,951,400	.....
Continental	4,141,100	1,102,300	313,200	4,414,900	62,100
First National	1,967,500	101,500	299,100	1,766,900	.....
Importers & Trad.	17,130,100	4,982,000	1,166,000	20,305,200	1,332,000
Pa. K.	14,661,300	3,851,000	1,637,200	18,401,500	45,000
North River	1,519,000	24,000	25,000	1,746,000	.....
Chas. N. Y.	1,129,000	112,900	325,300	1,359,000	22,500
Fourth National	12,370,000	5,014,500	1,166,100	14,518,200	360,000
Central National	7,197,000	1,014,000	1,006,000	7,615,000	297,000
Second National	1,089,900	306,000	205,000	1,993,000	45,000
Ninth National	4,401,400	40,400	55,700	3,798,000	435,000
First National	15,985,700	3,585,100	712,900	15,741,900	449,800
Third National	4,204,000	1,370,700	460,700	4,830,600	.....
N. Y. Nat. Exch.	1,340,200	164,600	222,700	1,167,000	209,400
Bovary	1,800,100	203,000	231,300	1,768,400	221,200
F. Y. Count.	2,100,000	470,000	470,000	2,290,000	150,000
G. rman-American	2,619,000	538,400	92,600	2,502,600	.....
Chase National	3,203,100	755,300	335,700	4,021,300	45,000
Fifth Avenue	2,399,000	553,000	96,000	2,455,000	.....
German Exch.	1,616,300	104,000	428,000	2,097,500	.....
Germania	1,794,700	241,500	173,300	2,224,500	.....
United States	3,201,900	1,193,400	151,000	3,545,900	413,400
Lincoln	1,576,100	401,000	299,400	1,962,200	45,000
Gardner	5,310	53,200	166,200	749,400	175,600
Fifth National	1,057,700	169,300	178,000	1,127,300	135,000
Total	289,347,300	75,703,000	29,963,800	391,563,600	14,275,100

The following are totals for several weeks past:

1881.	Loans.	Specie.	L. Tenders.	Deposits.	Circulation	Agg. Clear'g
	\$	\$	\$	\$	\$	\$
Aug 23	287,695,900	75,918,000	31,765,100	304,454,200	14,380,000	437,717,952
" 30	287,893,200	75,916,500	31,221,900	304,152,100	14,355,400	455,716,201
Sept 6	289,347,300	75,703,000	29,963,800	301,563,600	14,275,100	463,912,628

Investments

AND

RAILROAD INTELLIGENCE.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the *Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Extra copies are sold to subscribers of the CHRONICLE at 50 cents each, and to others than subscribers at \$1 per copy.*

ANNUAL REPORTS.

Cinn. Indianapolis St. Louis & Chicago.

(For the year ending June 30, 1884.)

The remarks of the President from the annual report of this company were given in last week's issue.

The comparative statistics of operations and income for four years are made up for the CHRONICLE as follows:

ROAD AND EQUIPMENT.				
	1880-81.	1881-82.	1882-83.	1883-84.
Miles operated.....	297	343	343	343
Locomotives.....	63	71	75	75
Pass mail&exp.cars	77	75	88	88
Freight&other cars	2,675	3,217	3,134	3,036
OPERATIONS AND FISCAL RESULTS.				
	1880-81.	1881-82.	1882-83.	1883-84.
Passengers carried.	739,332	883,530	918,927	915,721
Passenger mileage.	29,870,496	34,845,935	35,997,821	35,808,590
Rate p. pass. p. mile	2.52 cts.	2.37 cts.	2.38 cts.	2.32 cts.
Freight (tns) moved	1,255,984	1,201,319	1,221,755	1,239,393
Freight (tns) mil'ge	128,436,363	134,134,071	129,853,902	139,936,623
Av. rate p. tn. p. mile	1.21 cts.	1.18 cts.	1.21 cts.	1.09 cts.
Earnings—				
Passenger.....	\$ 629,469	\$ 757,090	\$ 832,092	\$ 833,066
Freight.....	1,509,142	1,534,005	1,508,569	1,493,548
Mail, exp., rents, &c.	166,147	204,296	226,796	225,975
Tot. gross earnings	2,305,058	2,525,991	2,617,457	2,498,589
Oper. exp. & tax.	1,403,568	1,525,382	1,643,865	1,595,399
Net earnings.....	961,490	1,000,609	973,652	903,190
P. c. op. ex. to c. r. g's.	49.44	60.33	62.80	63.85
INCOME ACCOUNT.				
	1880-81.	1881-82.	1882-83.	1883-84.
Receipts—				
Net earnings.....	961,490	1,000,609	973,652	903,190
Disbursements—				
Interest on bonds	565,909	591,326	621,159	626,233
Dividends.....	180,000	360,000	315,000	
Rate of dividends	(4 1/2 p. c.)	(6 p. c.)	(4 1/2 p. c.)	
Miscellaneous.....	6,894	6,732	2,312	5,254
Tot. disbursements	752,803	958,058	938,501	631,437
Balance, surplus...	208,687	42,551	35,151	271,703

GENERAL INVESTMENT NEWS.

Bankers' & Merchants' Telegraph Co.—The Baltimore & Ohio Telegraph Company gave notice Thursday of its withdrawal from the agreement with the Postal and the Bankers' & Merchants' telegraph companies. The President of the company, who had been made the executive manager of the united telegraph lines, said that the agreement had not been carried into effect simply because the Bankers' & Merchants' had not been able to fulfill its part of the tripartite agreement. Mr. Bates said to a *Tribune* reporter: "We are trying to help the Bankers' & Merchants' out of its difficulties, but we cannot say that our efforts have really been of any account. Our withdrawal from the pool is absolute, but our relations with the Postal Telegraph Company have not been disturbed by the failure of the Bankers' & Merchants' to keep its part of the agreement. We have been very careful not to interfere with the business of the public or with the affairs of the Bankers' & Merchants' Company. The wires have not been cut out of the Baltimore & Ohio offices where they had been introduced. We do not think that the agreement required any particular notice, because the Bankers' & Merchants' never fulfilled its part of the plan. So far as I understand the matter, the agreement fails on account of the inability of the Bankers' & Merchants' to carry out its provisions. We are trying to help that company in every way possible."

President Mott of the Bankers' & Merchants' Company said that the previous agreement between his company and the Postal Telegraph Company, which went into operation on June 1, was still in operation. He said that the Bankers' & Merchants' and the Postal Telegraph companies were in full accord.

Burlington Cedar Rapids & Northern.—The Burlington Cedar Rapids & Northern R.R. Co. has applied to the Stock Exchange to list \$1,321,000 bonds, dated April 1, 1884, due April 1, 1934, bearing 5 per cent interest, payable semi-annually. The company proposes to issue \$2,979,000 in bonds as rapidly as the road is built, subject to terms of mortgage. The company has issued and sold \$4,360,000 in consolidated first mortgage bonds, secured by mortgage, which is a first lien on its main

line, second mortgage on all remaining property to be converted into first mortgage by returning existing bonds, for which provision is made by its terms; also a first mortgage of the Cedar Rapids & Chariton Railroad, and the bonds secured thereby; a first mortgage of the Cedar Rapids Iowa Falls & Northwest Railway Company; also by first mortgage of the Chicago Decorah & Minnesota. The Central Trust Company of this city are the trustees.

Chicago Rock Island & Pacific.—The regular annual report of this company is made for the year ending March 31, and an abstract of the last report was given some time since in the CHRONICLE. From returns made to the Illinois State Commissioners the figures are given below for the year ending June 30, and are placed in comparison with those for the year ending March 31. In each case the income from land sales is excluded in order to make the two statements show a proper comparison.

	—Year ending June 30—		—Year ending March 31—	
	1884.	1883.	1884.	1883.
Total income.....	\$12,637,754	\$12,112,930	\$12,445,514	\$12,279,903
Op. exp. and taxes	7,158,180	6,954,137	7,298,002	7,298,002
Net.....	\$5,179,574	\$5,188,493	\$5,147,512	\$1,981,901
Disbursements.....	1,481,223	1,401,918	1,481,235	1,401,958
Applicable to div.	\$3,698,351	\$3,786,534	\$3,666,257	\$3,579,943
7 per cent div.....	2,937,186	2,937,186	2,937,186	2,937,185
Surplus.....	\$761,165	\$849,348	\$729,071	\$642,758
Capital stock.....	\$11,960,900	\$11,960,000	\$11,960,000	\$11,960,000
S'k and ind. debt.	\$9,100,000	\$9,460,000	\$9,460,000	\$9,460,000

Connotton Valley.—The Boston *Advertiser* says: "Five million two hundred and seventy-seven dollars of the bonds and 95,000 shares of the stock of Connotton Valley have been deposited with the International Trust Company, under the agreement of reorganization. These are about five-sixths of both stock and debt, and the deposit insures the successful carrying out of the plan of reorganization. This plan is progressing as fast as it can."

Denver & Rio Grande.—The committee of English and Scotch bondholders of this company arrived on Sunday, and a representative of the Dutch bondholders is expected to arrive in a few days. The committee will do nothing, it is said, in regards to plans for financial aid to the company until it has carefully examined the property. President Lovejoy and several of the directors may accompany the committee in its inspection. On the return to New York the affairs of the company will be discussed.

Iron RR.—An election for directors of the Iron Division of the Toledo Cincinnati & St. Louis Railroad resulted in the choice of Edward E. Floyd of Boston, George O. Fairbank of Cincinnati, Cambridge C. Clarke of Ironton, John Campbell of Ironton and C. R. Batt of Boston. Mr. Floyd was elected President.

Louisville & Nashville.—The gross and net earnings of this company for July (the first month of the fiscal year) were as follows:

	—Gross—		—Net—	
	1884.	1883.	1884.	1883.
July.....	\$1,060,101	\$1,124,776	\$135,233	\$137,760

Louisville New Albany & Chicago.—Application has been made to the Stock Exchange by this company to have \$3,000,000 6 per cent general mortgage bonds placed on the regular list. One-third of this issue is to be reserved to redeem an equal amount of second mortgage bonds maturing in 1888. The other \$2,000,000 will be used to pay for repairs, improvements, &c.

Milwaukee Lake Shore & Western.—Work on the Red River bridge is to be begun immediately. The Milwaukee Lake Shore & Western Railroad is to be completed from Ashland eastward to the Montreal River by January 1. The force will be rapidly increased and the work pushed to the utmost. The construction westward to Gogebic range will also be finished by that date, completing the line to its terminus Jan. 1, 1885. Fifteen hundred men are at work on the Gogebic section, and twenty miles are nearly ready for the iron west of Sunday Lake and the iron on the ground for the tracklayers. The plans for the ore docks are nearly ready. The docks are to be two in number and of a most substantial character, and will cost, when completed, in the neighborhood of \$300,000. They are to be built and ready for business by June 1, 1885.

Nashville Chattanooga & St. Louis.—The stockholders of this company, at the annual meeting in Nashville, elected directors, and the new board met and proceeded to elect a President to fill the vacancy occasioned by the resignation of Mr. James D. Porter. Mr. J. W. Thomas, Superintendent and General Manager, was elected to the position of President.

The report of the President and directors was submitted. The following is taken from it:

Bonds issued during the year—	
Second mortgage Duck River Railroad Bonds.....	\$6,000
First mortgage Centreville Branch Bonds.....	141,000

The \$6,000 second mortgage bonds of the Duck River Valley Railroad were issued and sold to the Louisville & Nashville Railroad Company at par, in full payment for indebtedness of the Duck River Railroad Company to the Louisville & Nashville Railroad. The \$141,000 first mortgage Centreville Branch bonds were sold at an average of ninety-six cents on the dollar, and the proceeds applied towards reimbursing this company for the amount expended in the construction of that branch.

The gross earnings for the year on all lines operated were \$2,372,086. The proportion of operating expenses to earnings for the year 1883-4 was 54.9-10 per cent, against 55.8-10 per cent for the year 1882-3.

New York Lake Erie & Western.—The statement of gross and net earnings for July and for ten months of the fiscal year is given below, and the gross earnings this year include 68 per cent of the earnings of the New York Pennsylvania & Ohio leased line, the other 32 per cent of the earnings of that line being paid as rental. The net earnings are correct, and show the actual results to the N. Y. Lake E. & West. Company.

	Gross Earnings.		Net Earnings.	
	1883-84.	1882-83.	1883-84.	1882-83.
Oct. 1 to March 31.	\$10,974,841	\$9,834,691	\$2,309,411	\$2,837,665
April.....	1,727,434	1,548,474	392,164	468,970
May.....	1,615,364	2,055,988	294,573	431,054
June.....	1,569,564	2,037,547	292,755	415,724
July.....	1,784,639	2,111,456	441,302	616,773
Total 10 mos....	\$17,671,816	\$17,608,156	\$3,750,505	\$5,220,187

Northern Pacific.—The directors of the Northern Pacific Railroad have been discussing the question of leasing the Oregon Railway & Navigation Company, but have arrived at no conclusion. The annual meeting of the Northern Pacific will be held on Sept. 18. Messrs. Coolidge, Endicott and Morgan, the holders of proxies on the 183,000 shares of Northern Pacific stock pledged as collateral for the eight million dollar loan of the Oregon & Trans-Continental Company, have been requested to vote at the stockholders' meeting for three directors to represent the Oregon & Trans-Continental interest in the Northern Pacific Board of directors.

The Philadelphia Press says: "The annual report is partly written, and has been considered by the directors. It is said to be a short and business-like document, which explains the actual condition of the company's affairs. According to the document the road is in excellent order, and the promise for the future is bright. Work on the Cascade Division is progressing rapidly, and at the end of this year it is expected that but seventy-one miles of road will remain to be built to finish the road to Puget Sound. As to this year, the report shows that the business has fully met the expectations of the most sanguine friends of the road. The net earnings are fully up to the estimates, and the report shows a surplus of upwards of \$1,000,000, after paying all charges. This money really belongs to the preferred stockholders, who are entitled to all earnings after the interest charges are paid, but it was thought wise by the board to keep the money on hand. The land sales reported for the year amount to \$2,400,000, nearly one-half of which is applicable to the retirement of the preferred stock. As has been stated, the lease to the Oregon Railway & Navigation Company is not recommended, as that company demands too heavy a guarantee from the Northern Pacific. President Harris and a number of the officials of the Northern Pacific Company have made a thorough examination of the Oregon Company's property this summer. The Northern Pacific people estimated the value of that property at about \$35,000,000, while the Bostonians, who own the Oregon Company, claim it to be worth a little less than \$40,000,000. There are no fears that the Union Pacific will get hold of the Oregon Company, as the company cannot be leased on account of an injunction.

Ohio Central.—The plan for the re-organization of Ohio Central is to form a new company and issue a first mortgage for \$6,500,000, bearing 5 per cent interest per annum; \$6,000,000 of preferred and \$5,500,000 of common stock. In the distribution of the securities holders of the present first mortgage bonds will be given 90 per cent in the new first mortgage bonds, 20 per cent in preferred stock and double the amount of interest in default in preferred stock. Income bondholders will receive 70 per cent in preferred stock and submit to an assessment of 10 per cent in cash. The holders of first, second and third issues of car trust certificates will receive severally 90, 70 and 50 per cent in first mortgage 5 per cents their several balances up to 100 per cent in preferred stock and the amount of interest in default in preferred stock. Common stockholders will receive 25 per cent in new common stock and submit to an assessment of 2½ per cent in cash, receiving therefor double the amount in preferred stock.

Foreclosure proceedings under the mortgage and trusts are pending, and when the sale takes place the road will be purchased by the new company. Hitherto the fixed charges of the road have amounted to over half a million of dollars. Under the new plan the estimate of all charges and expenses, outside of operation, is, in round figures, \$365,000 a year. The plan has not yet been formally adopted by the Re-organization Committee, but it has the approval of the committee and also of some of the largest bondholders. No plan is made for the River Division, and that remains a subject for future consideration.

Oregon Pacific.—Work on the Western Division of the Oregon Pacific Railroad is being energetically crowded forward. This division embraces something over 70 miles, and connects Yaquina City, the western terminus on Yaquina Bay, 4½ miles from the sea, with Corvallis, situated on the west bank of the Willamette River. There is laid from Yaquina City east to Elk City continuous track for a distance of 26 miles, over which a few days ago a train of passenger carriages, drawn by an engine weighing 45 tons, made speed of 35 miles an hour. East from Elk City considerable track is laid, but not at present for construction purposes. The only tunnels

in this division are three in number, and all completed, as is also all the large trestling and other heavy work. That remaining is very light. The small amount of grading yet to be done is almost wholly scraper work. On the work and in the car shops there are employed over 3,500 men. The line will be open for business before October 15, 1884. This will be in ample time to transport this season's large crops from the Willamette Valley. The Oregon Pacific enters the heart of this great agricultural valley, and in the distance of 70 miles reaches the seaport of Yaquina. The distance by the old lines from the heart of the Willamette Valley to the sea at the mouth of the Columbia River is 220 miles; to San Francisco, 770 miles; by the Oregon Pacific Railroad it is about 520 to San Francisco. At Yaquina the company has very large warehouse accommodations, extensive wharf, machine and car shops, where many of the freight cars of the company are being built. They have on the bay several extensive saw mills, one of which turns out 100,000 feet of lumber per day. There is said to be much activity in building lots for miles up and down the bay in the vicinity of the terminus. All the valuable lands fronting deep water on the bay are under control of the owners of Oregon Pacific. These lands have for years past been quietly purchased by the managers of the railroad company.

Richmond & Alleghany.—Mr. Thomas J. Evans, having been appointed by the court special master to take account of the indebtedness of this company, and also of the value of its property, gives notice that he has fixed on Friday, Oct. 10, at noon, as the time, and his office in Richmond, Va., as the place, to take the accounts and make the inquiries directed by the court.

Rochester & Pittsburg.—At Albany, N. Y., Sept. 9, application was made to the Attorney-General of the State, requesting him to bring an action to dissolve this company and to have a receiver appointed for its property. The petition to the Attorney-General sets forth that the present company was a consolidation of five other companies, two in Pennsylvania and three in New York, and charges that it has issued \$10,000,000 in stock, being \$3,000,000 in excess of the consolidated capital stocks of the different companies. This, it is claimed, is illegal, and on this ground the Attorney-General is asked to dissolve the corporation. After hearing arguments he reserved his decision.

Spartanburg Union & Columbia.—On Sept. 1 the management of the Columbia & Greenville Railroad turned over to the stockholders of the Spartanburg Union & Columbia Railroad all the property of the latter road. On April 1, 1881, the Columbia & Greenville, which is part of the Richmond & Danville system, leased the Spartanburg Union & Columbia for ninety-nine years at an annual rental of \$50,000. The receipts from the leased road have yearly fallen short of the annual amount paid for it; hence the determination of Richmond & Danville to surrender the lease. But the owners of the road have not consented to the canceling of the lease and a suit will probably be begun against the Columbia & Greenville.

Union Pacific.—The earnings and expenses for July and from Jan. 1 to July 31 have been as follows:

	July, 1884.	1883.	7 Mos. Jan. 1 to July 31, 1884.	1883.
Gross earnings...	\$2,388,313	\$2,497,035	\$12,441,137	\$15,466,758
Op. expenses.....	1,063,693	1,264,186	8,270,939	7,816,434
Net earnings....	\$1,324,650	\$1,222,849	\$4,170,178	\$7,651,324

* Includes in both gross and net \$144,336 charged off by order of President Adams.

The comparative losses in each month since Jan. 1 have been as follows:

	Gross.	Net.
January, decrease.....	\$77,946	\$664,189
February, decrease.....	125,755	318,819
March decrease.....	417,046	527,913
April, decrease.....	234,312	332,093
May, decrease.....	238,670	181,840
June, decrease.....	77,313	69,707
July, decrease.....	102,692	Inc. 97,802
Total decrease.....	\$1,575,234	\$1,909,759

Western Union Telegraph.—This company has declared its quarterly dividend at the usual rate of 1¼ per cent, and shows a surplus for the quarter of \$246,190.

The estimated statement for the quarter to end September 30, which is based upon nearly completed returns for July, partial returns for August, and estimating the business for September, is as follows, compared with the actual returns for the same quarter in 1883:

	Quarter ending September 30 1884.	1883.
Net revenue.....	\$1,669,366	(Estimated) \$1,750,000
Deduct—		
Interest on bonds.....	\$106,420	\$124,000
Sinking fund.....	20,000—	20,000—
Net income.....	\$1,542,946	\$1,616,000
Less dividend, 1¼ per cent.....	1,399,781	1,399,810
Surplus for the quarter.....	\$143,162	\$246,190
Add surplus of June 30.....	3,638,553	4,137,469
Surplus of September 30.....	\$3,841,715	\$4,403,659

* \$10,000 is deducted for that amount of cash returned to the company by the sinking fund trustees, because the draw bonds of 1,000 had not been presented for payment.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, Sept. 12, 1884.

The weather has continued intensely hot, causing much physical suffering, and proving a serious obstacle to the progress of seasonable trade. The low prices of the products of agriculture and the depressed state of mining and manufactures also operate unfavorably, and the volume of business is below the average. As the season progresses, however, a better state of affairs may be looked for. The costs and risks of business have been materially curtailed, and it is believed that when the marketing of the crops gets fairly under way the situation will improve.

The speculation in lard has been much more active and at times excited, owing to the manipulation at the West, and the fluctuations in prices have been unusually wide. There was a sharp decline in the course of Monday and Tuesday and equally great advance on Wednesday and Thursday. To-day an early advance was followed by a fresh break in values, the close being weak at 7.55c. for September, 7.47c. for October, 7.34c. for November, 7.37c. for December and 7.43c. for January. Spot lard has also been much more active, advancing last evening to 7.80c. for prime Western, but receding and closing at 7.62½c., with refined for the Continent quoted at 7.90@8c. Pork has declined and is quoted at \$17 for mess. Bacon has remained nominal, and cutmeats have been dull, prices showing a downward tendency. Beef is nearly nominal and beef hams have declined to \$20 50 per bbl. Tallow is dull at 6½c. Butter has shown an upward tendency, creamery closing at 20@27c., and Western factory 10@15c. Cheese is also firmer at 7@10½c. for State factory. The following is a comparative summary of aggregate exports from November 1 to September 6:

	1883-84.	1882-83.
Pork, lbs.....	32,427,000	40,517,200 Dec. 8, 120,200
Bacon, lbs.....	300,947,077	366,375,112 Dec. 65,428,035
Lard, lbs.....	1,572,974,877	24,351,535 Dec. 61,054,048
Total lbs.....	520,671,564	655,273,847 Dec. 134,602,283

Rio coffee has been quiet and irregular on the spot, closing steady at 10½c. for fair old and 10½c. for new of that grade; options have been advancing, and closed steady; September sold at 8.70c. October at 8.55c. and November and December at 8.50c.; mild grades have been moderately active and steady.

Tea has been more active for future delivery, and has ruled firm. Rice has been moderately active and firm. Foreign fruits have been quiet. Molasses has been dull at the old prices. Raw sugar has sold more freely at an advance to 5c. for fair Cuba Muscovado, while Centrifugal has remained firm at 5 11-16c. for 96-deg. test; options sold to-day at 4.75c. for fair Muscovado for September, 4.80c. for October and 5.05c. for December; refined was strong at one time, but closed weaker at 7c. for crushed, 6½c. for granulated and 6¼@6½c. for powdered.

Kentucky tobacco has been declining of late for future delivery. The outlook for the crop is favorable. The trade has been moderate, both on the spot and for future delivery. There was some business for October to-day at 7 3-16c.; on the spot common to good lugs are quoted 7½@8½c., and common to good leaf 8½@10½c. Seed leaf has still sold slowly, but at about steady prices; sales for the week 150 cases 1883 crop, New England, 6@8@12½@16c.; 200 cases 1883 crop, New England, Havana seed, 20@34c.; 100 cases 1883 crop, Wisconsin do., 6½@30c.; 40 cases 1882 crop, do. do., 20@30c.; 200 cases 1882 crop, Pennsylvania, 9@14c.; 100 cases 1881 crop, do., 6@10c.; 113 cases 1882 crop, Ohio, 12c., and 100 cases 1883 crop, do., 12c.; also, 100 bales Havana, 80c.@\$1 15, and 150 bales Sumatra, \$1 20@1 65.

Naval stores have been quiet, and spirits turpentine weaker at 31c. on the spot, but the lower grades of rosin have been scarce and firm at some advance, strained being quoted at \$1 30 and good strained \$1 32½@1 35. Wool has been in pretty good demand and firm. Hops have been dull, weak and nominal, with 26c. latterly the highest quotation for new crop. Hides have been quiet but steady. Linseed oil has declined to 53@54c. for domestic seed, and 56@57c. for Calcutta. Lard oil has fallen to 58@60c., but closed at 60@61c. Metals have been quiet and without marked change. Straits tin on the spot was quoted to-day at 18 10@18 35c., the lower figure bid. Crude petroleum certificates have been active and panicky at times, with as low as 74c. accepted, closing firmer, however, at 75½c.; refined closed at 7½c.

Ocean freights have advanced in some cases; grain has been taken for Liverpool by steam at 2½d., flour at 7s. 6d.@10s., cheese at 22s. 6@25s.; for London by steam, flour at 10s. @11s. 8d., cheese at 30s.@32s. 6d.; for Glasgow by steam, grain at 2½d. and flour at 10s.@11s.; for Antwerp by steam, grain at 4s. and flour in sacks at 15s.@17s. 6d.; refined petroleum in casks to the Levant 22½c., and from Philadelphia to Palermo 19c.

COTTON.

FRIDAY, P. M., September 12, 1884.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Sept. 12), the total receipts have reached 42,624 bales, against 16,337 bales last week, 4,914 bales the previous week and 2,865 bales three weeks since; making the total receipts since the 1st of September, 1884, 57,725 bales, against 97,656 bales for the same period of 1883, showing a decrease since September 1, 1884, of 39,931 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston.....	1,074	2,109	932	2,595	1,483	1,924	10,017
Indianola, &c.	.....	.....	.....	.....	.....	727	727
New Orleans.....	201	1,002	597	311	416	635	3,162
Mobile.....	8	238	269	289	318	188	1,310
Florida.....	.....	.....	.....	.....	.....	411	411
Savannah.....	1,135	2,287	2,419	3,176	2,172	3,780	14,969
Brunswick, &c.	.....	.....	.....	.....	.....	.....	.....
Charleston.....	1,187	1,979	992	1,741	1,356	1,155	8,310
Pt. Royal, &c.	.....	.....	.....	.....	.....	.....	.....
Wilmington.....	68	197	138	118	193	135	849
Morehead C., &c.	.....	.....	.....	.....	.....	.....	.....
Norfolk.....	31	405	242	166	228	306	1,438
West Point, &c.	.....	.....	.....	.....	.....	6	6
New York.....	.....	.....	.....	.....	.....	.....	.....
Boston.....	.....	29	57	.....	48	251	385
Baltimore.....	.....	.....	.....	.....	.....	.....	.....
Philadelph'a, &c.	.....	.....	.....	.....	.....	1,040	1,040
Totals this week	3,704	8,206	5,646	8,396	6,214	10,438	42,624

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1884, and the stock to-night, and the same items for the corresponding periods of last year.

Receipts to September 12	1884		1883		Stock.	
	This Week.	Since Sep. 1, 1884.	This Week.	Since Sep. 1, 1883.	1884.	1883.
Galveston.....	10,017	14,691	15,212	24,837	6,528	25,035
Indianola, &c.	727	1,365	715	1,450	.....	288
New Orleans.....	3,162	4,189	9,884	14,908	15,057	45,650
Mobile.....	1,310	1,849	1,694	2,329	2,571	4,394
Florida.....	411	474	135	24	304	.....
Savannah.....	14,969	19,873	16,407	25,433	12,497	18,287
Brunswick, &c.	.....	.....	115	115	.....	.....
Charleston.....	8,310	10,318	12,978	18,212	7,225	14,278
Pt. Royal, &c.	.....	10	257	32	.....	7
Wilmington.....	849	1,003	1,433	2,192	1,350	2,447
Morehead C., &c.	.....	.....	150	165	.....	.....
Norfolk.....	1,438	1,657	3,354	4,743	1,004	8,313
West Point, &c.	6	6	682	931	.....	.....
New York.....	.....	.....	40	247	58,408	93,575
Boston.....	385	670	48	79	6,310	4,530
Baltimore.....	.....	.....	59	72	3,899	12,000
Philadelph'a, &c.	1,040	2,220	1,185	1,297	4,809	5,055
Total.....	42,624	57,725	64,348	97,656	119,960	235,857

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1884	1883	1882	1881	1880	1879
Galveston, &c.	10,744	15,927	14,384	16,855	18,820	15,674
New Orleans.....	3,162	9,884	4,864	18,369	9,373	10,828
Mobile.....	1,310	1,694	2,453	4,304	2,778	3,212
Savannah.....	14,969	16,407	11,186	23,113	31,872	24,034
Charleston, &c.	8,310	13,235	9,051	11,277	19,401	12,342
Wilmington, &c.	849	1,583	806	3,461	3,257	3,321
Norfolk, &c.	1,414	4,036	2,370	11,565	14,546	4,102
All others.....	1,336	1,582	1,398	2,760	2,626	3,020
Total this w'k	42,624	64,348	49,512	94,051	102,691	76,933
Since Sept. 1	57,725	97,656	81,225	182,720	185,031	120,907

Galveston includes Indianola; Charleston includes Pt. Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 16,802 bales, of which 16,233 were to Great Britain, 208 to France and 371 to the rest of the Continent, while the stocks as made up this evening are now 119,960 bales. Below are the exports for the week and since September 1, 1884.

Exports from—	Week Ending Sept. 12.			From Sept. 1, 1884, to Sept. 12, 1884.		
	Great Brit'n.	France	Continent.	Great Brit'n.	France	Continent.
Galveston.....	.....	.....	.....	.....	.....	.....
New Orleans.....	.....	.....	.....	119	.....	.....
Mobile.....	.....	.....	.....	.....	.....	.....
Florida.....	.....	.....	.....	.....	.....	.....
Savannah.....	.....	.....	.....	.....	.....	.....
Charleston, &c.	.....	.....	.....	.....	.....	.....
Wilmington.....	.....	.....	.....	.....	.....	.....
Norfolk.....	.....	.....	.....	.....	.....	.....
New York.....	13,909	208	371	14,488	17,408	334
Boston.....	199	.....	.....	199	408	.....
Baltimore.....	1,086	.....	.....	1,086	1,306	.....
Philadelph'a, &c.	1,029	.....	.....	1,029	1,805	.....
Total.....	16,233	208	371	16,802	20,938	334
Since Sept. 1	10,040	2,098	3,773	16,467	25,406	7,322

* Includes exports from Port Royal, &c.
† Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

SEPT. 12, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coastwise.	Total.	
New Orleans.....	2,878	82	None.	11	2,974	12 083
Mobile.....	None.	None.	None.	None.	None.	2,571
Charleston.....	None.	None.	None.	1,400	1,400	5,825
Savannah.....	700	None.	400	3,000	4,100	8,397
Galveston.....	None.	None.	500	1,400	2,400	4,188
Norfolk.....	None.	None.	100	100	200	804
New York.....	3,500	None.	600	None.	4,100	54,306
Other ports.....	2,000	None.	500	None.	2,500	14,172
Total 1884	9,078	82	2,000	6,354	17,514	102,446
Total 1883	6,863	7,986	2,910	9,035	26,876	208,981
Total 1882	12,735	1,747	1,575	9,082	21,142	93,983

The speculation in cotton for future delivery at this market has been comparatively slow for the week under review, yet the fluctuations in prices have covered a pretty wide range. Crop reports current on the Exchange have not been favorable. The Bureau report was, however, less unfavorable than expected. On Saturday there was an advance, which was fully lost on Monday, under the comparatively full receipts at the ports. Tuesday was variable, closing unchanged, except a slight decline for September and October. Wednesday the changes were slight and the close irregular. Yesterday there was a semi-panic—the decline from the close of Wednesday amounting at one time to 14@16 points, under the belief that there was nothing in the crop accounts to discredit estimates of a material increase in the yield over that for the season just closed; but there was a partial recovery in the later dealings. To-day there were slight fluctuations and limited dealings, without important changes from yesterday, but as compared with last Friday the close was at a decline of 10@20 points, the latter for September. Cotton on the spot remained notably unchanged until yesterday, when there was a decline of 2½¢, leading to more business for home consumption. To-day there was again a fair business for home consumption, the demand being chiefly for the better grades, and quotations were steady on the basis of 10½¢ for middling uplands. (The closing figure given in our last was for middling Orleans.)

The total sales for forward delivery for the week are 259,100 bales. For immediate delivery the total sales foot up this week 6,890 bales, including 560 for export, 6,330 for consumption, — for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

Sept. 7 to Sept. 12.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Ordin'y. 20	8½	8½	8½	8½	8½	8½	8½	8½	8½
Strict Ord.	9½	9½	9½	9½	9½	9½	9½	9½	9½
Good Ord.	9½	9½	9½	10½	10½	10½	10½	10½	10½
Sr. G'd Ord	10½	10½	10½	10½	10½	10½	10½	10½	10½
Low Midd'g	10½	10½	10½	10½	10½	10½	10½	10½	10½
Sr. Lw Mid	10½	10½	10½	10½	10½	10½	10½	10½	10½
Middling.	10½	10½	10½	11½	11½	11½	11½	11½	11½
Good Mid.	11½	11½	11½	11½	11½	11½	11½	11½	11½
Sr. G'd Mid	11½	11½	11½	11½	11½	11½	11½	11½	11½
Midd'g Fair	11½	11½	11½	12	12	12	12	12	12
Fair.	12½	12½	12½	12½	12½	12½	12½	12½	12½

STAINED.	Sat.			Wed			Th.			Fri.		
	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues	Sat.	Mon	Tues
Good Ordinary.....	8½	8½	8½	8½	8½	8½	8½	8½	8½	8½	8½	8½
Strict Good Ordinary.....	8½	8½	8½	8½	8½	8½	8½	8½	8½	8½	8½	8½
Low Middling.....	9½	9½	9½	9½	9½	9½	9½	9½	9½	9½	9½	9½
Middling.....	10½	10½	10½	10½	10½	10½	10½	10½	10½	10½	10½	10½

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

SPOT MARKET CLOSED	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex- port.	Con- sum.	Spec. ul'n	Trans. sit.	Total.	Sales.	Deliv- eries
Sat. Quiet.....	100	577	.....	.....	677	33,000	200
Mon. Quiet.....	.....	519	.....	.....	519	35,260	.....
Tues. Quiet.....	.....	789	.....	.....	789	26,300	.....
Wed. Quiet.....	200	1,078	.....	.....	1,278	31,100	.....
Thurs. Steady at 8 dec.	260	1,904	.....	.....	2,164	94,700	.....
Fri. Steady.....	.....	1,463	.....	.....	1,463	38,500	100
Total.	560	6,330	.....	.....	6,890	259,100	300

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In the statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

Market, Prices and Sales of FUTURES.	Range and Total Sales.	DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
		September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.
Saturday, Sept. 6— Sales, total..... Futures paid (range)..... Closing.....	Finmer 33,000 10-11@11-15 Steady.	Aver. 1-07 10-68@10-73 10-73@10-74	Aver. 10-53 10-51@10-55 10-53@10-54	Aver. 10-41 10-41@10-43 10-41@10-43	Aver. 10-47 10-43@10-48 10-43@10-48	Aver. 10-57 10-54@10-58 10-54@10-58	Aver. 10-68 10-64@10-68 10-64@10-68	Aver. 10-75 10-71@10-75 10-71@10-75	Aver. 10-81 10-78@10-81 10-78@10-81	Aver. 10-88 10-84@10-88 10-84@10-88	Aver. 10-93 10-89@10-93 10-89@10-93	Aver. 10-98 10-94@10-98 10-94@10-98	Aver. 11-03 11-00@11-03 11-00@11-03
Monday, Sept. 8— Sales, total..... Futures paid (range)..... Closing.....	Lower 35,200 10-68@10-73 Dull.	Aver. 10-70 10-68@10-73 10-68@10-73	Aver. 10-49 10-47@10-51 10-47@10-51	Aver. 10-40 10-38@10-41 10-38@10-41	Aver. 10-42 10-38@10-43 10-38@10-43	Aver. 10-52 10-48@10-52 10-48@10-52	Aver. 10-62 10-58@10-62 10-58@10-62	Aver. 10-68 10-64@10-68 10-64@10-68	Aver. 10-73 10-69@10-73 10-69@10-73	Aver. 10-78 10-74@10-78 10-74@10-78	Aver. 10-83 10-79@10-83 10-79@10-83	Aver. 10-88 10-84@10-88 10-84@10-88	Aver. 10-93 10-89@10-93 10-89@10-93
Tuesday, Sept. 9— Sales, total..... Futures paid (range)..... Closing.....	Earlier 35,800 10-36@10-40 Dull.	Aver. 10-65 10-62@10-65 10-62@10-65	Aver. 10-45 10-43@10-45 10-43@10-45	Aver. 10-37 10-35@10-37 10-35@10-37	Aver. 10-41 10-38@10-41 10-38@10-41	Aver. 10-51 10-47@10-51 10-47@10-51	Aver. 10-61 10-57@10-61 10-57@10-61	Aver. 10-66 10-62@10-66 10-62@10-66	Aver. 10-71 10-67@10-71 10-67@10-71	Aver. 10-76 10-72@10-76 10-72@10-76	Aver. 10-81 10-77@10-81 10-77@10-81	Aver. 10-86 10-82@10-86 10-82@10-86	Aver. 10-91 10-87@10-91 10-87@10-91
Wednesday, Sept. 10— Sales, total..... Futures paid (range)..... Closing.....	Variable. 31,100 10-36@11-03 Irregular.	Aver. 10-62 10-60@10-64 10-60@10-64	Aver. 10-43 10-41@10-43 10-41@10-43	Aver. 10-38 10-36@10-41 10-36@10-41	Aver. 10-43 10-40@10-43 10-40@10-43	Aver. 10-53 10-49@10-53 10-49@10-53	Aver. 10-63 10-59@10-63 10-59@10-63	Aver. 10-68 10-64@10-68 10-64@10-68	Aver. 10-73 10-69@10-73 10-69@10-73	Aver. 10-78 10-74@10-78 10-74@10-78	Aver. 10-83 10-79@10-83 10-79@10-83	Aver. 10-88 10-84@10-88 10-84@10-88	Aver. 10-93 10-89@10-93 10-89@10-93
Thursday, Sept. 11— Sales, total..... Futures paid (range)..... Closing.....	Panic. 94,700 10-26@11-07 Dull.	Aver. 10-52 10-47@10-52 10-47@10-52	Aver. 10-34 10-31@10-34 10-31@10-34	Aver. 10-28 10-25@10-28 10-25@10-28	Aver. 10-33 10-30@10-33 10-30@10-33	Aver. 10-43 10-39@10-43 10-39@10-43	Aver. 10-53 10-49@10-53 10-49@10-53	Aver. 10-58 10-54@10-58 10-54@10-58	Aver. 10-63 10-59@10-63 10-59@10-63	Aver. 10-68 10-64@10-68 10-64@10-68	Aver. 10-73 10-69@10-73 10-69@10-73	Aver. 10-78 10-74@10-78 10-74@10-78	Aver. 10-83 10-79@10-83 10-79@10-83
Friday, Sept. 12— Sales, total..... Futures paid (range)..... Closing.....	Dull. 38,800 10-25@11-14 Irregular.	Aver. 10-47 10-43@10-50 10-43@10-50	Aver. 10-32 10-29@10-33 10-29@10-33	Aver. 10-26 10-23@10-26 10-23@10-26	Aver. 10-32 10-29@10-33 10-29@10-33	Aver. 10-42 10-38@10-42 10-38@10-42	Aver. 10-52 10-48@10-52 10-48@10-52	Aver. 10-57 10-53@10-57 10-53@10-57	Aver. 10-62 10-58@10-62 10-58@10-62	Aver. 10-67 10-63@10-67 10-63@10-67	Aver. 10-72 10-68@10-72 10-68@10-72	Aver. 10-77 10-73@10-77 10-73@10-77	Aver. 10-82 10-78@10-82 10-78@10-82
Total sales this week. Average price, week. Sales season 1884.....	259,100 10-45 485,200	33,100 10-61 62,800	61,000 10-43 115,100	29,100 10-36 61,600	44,500 10-43 81,500	47,100 10-49 86,700	15,000 10-62 27,000	5,500 10-73 9,500	6,000 10-86 10,600	16,500 10-97 23,500	1,900 11-03 3,900	1,100 11-14 100	100 11-14 100

We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

Transferable Orders—Saturday, 10-75c; Monday, 10-70c; Tuesday, 10-65c; Wednesday, 10-65c; Thursday, 10-50c; Friday, 10-50c.

The following exchanges have been made during the week:

12 pd. to exch. 100 Mar. for April.	02 pd. to exch. 500 Dec. for Oct.
20 pd. to exch. 100 Oct. for Sept.	03 pd. to exch. 100 Nov. for Oct.
30 pd. to exch. 500 Oct. for Mar.	13 pd. to exch. 500 Jan. for Feb.
17 pd. to exch. 500 Oct. for Feb.	400 Oct. to exch. Dember—even.
14 pd. to exch. 100 Jan. for Sept.	48 pd. to exch. 00 Jan. or May.
08 pd. to exch. 100 Nov. for Oct.	05 pd. to exch. 100 Jan. for Sept.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as

those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Sept. 12), we add the item of exports from the United States, including in it the exports of Friday only.

	1884.	1883.	1882.	1881.
Stock at Liverpool.....bales.	650,000	783,000	512,000	716,000
Stock at London.....	63,000	51,500	73,400	46,400
Total Great Britain stock:	719,000	834,500	585,400	762,400
Stock at Hamburg.....	4,500	4,500	1,500	1,500
Stock at Bremen.....	60,100	47,000	31,900	42,500
Stock at Amsterdam.....	42,000	23,000	1,000	25,000
Stock at Rotterdam.....	800	1,000	1,500	3,170
Stock at Antwerp.....	2,000	7,800	300	2,300
Stock at Havre.....	210,000	100,000	116,000	173,000
Stock at Marseilles.....	4,000	10,000	1,000	4,500
Stock at Barcelona.....	49,000	37,000	24,000	41,000
Stock at Genoa.....	13,000	11,000	11,500	13,000
Stock at Trieste.....	10,000	10,000	5,500	8,000

Total Continental stocks.....	393,200	271,300	206,000	319,200
Total European stocks.....	1,112,200	1,105,800	791,400	1,081,600
India cotton afloat for Europe.....	11,000	154,000	202,000	144,000
Amer'n cotton afloat for Europe.....	31,000	53,000	58,000	57,000
Egypt, Brazil, &c., afloat for Europe.....	9,000	24,000	11,000	19,000
Stock in United States ports.....	119,900	235,857	114,225	297,207
Stock in U. S. interior towns.....	14,800	42,100	11,394	59,125
United States exports to-day.....	8,000	4,000	3,800	2,400

Total visible supply.....1,404,741 1,617,856 1,250,224 1,390,382

Of the above, the totals of American and other descriptions are as follows:

American—				
Liverpool stock.....bales	324,000	511,000	237,000	550,000
Continental stocks.....	206,000	153,000	64,000	148,000
American afloat for Europe.....	31,000	53,000	58,000	57,000
United States stock.....	119,900	235,857	114,225	297,207
United States interior stock.....	14,800	42,100	11,394	59,125
United States exports to-day.....	8,000	4,000	3,800	2,400

Total American.....738,541 999,056 490,823 1,173,732

East India, Brazil, &c.—

Liverpool stock.....	268,000	272,000	325,000	156,000
London stock.....	49,000	51,000	79,100	46,400
Continental stocks.....	1,220	1,700	1,500	151,200
India afloat for Europe.....	110,000	134,000	202,000	144,000
Egypt, Brazil, &c., afloat.....	9,000	24,000	11,000	19,000

Total East India, &c.....643,200 618,000 759,400 516,600

Total American & other descriptions.....758,541 999,056 490,823 1,173,732

Total visible supply.....1,404,741 1,617,856 1,250,224 1,390,382

Price Mid. Upd., Liverpool.....6 1/8 5 1/2 5 1/4 7 1/4

The imports into Continental ports this week have been 26,000 bales.

The above figures indicate a decrease in the cotton in sight to-night of 213,115 bales as compared with the same date of 1883, an increase of 151,518 bales as compared with the corresponding date of 1882 and a decrease of 235,611 bales as compared with 1881.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1883—is set out in detail in the following statement.

TOWNS.	Receipts.			Shipments.			Receipts.			Shipments.		
	This week.	Since Sept. 1, '84.	Sept. 12.	This week.	Since Sept. 1, '84.	Sept. 12.	This week.	Since Sept. 1, '84.	Sept. 12.	This week.	Since Sept. 1, '84.	Sept. 12.
Andover, Ga.....	2,031	5,779	1,909	428	3,928	4,973	817	8,010	3,840	2,884	1,369	4,249
Andover, Va.....	2,776	1,161	767	404	2,077	3,210	1,069	3,840	1,588	2,884	1,369	4,249
Andover, N. C.....	1,037	1,120	1,913	371	2,473	3,840	1,069	3,840	1,588	2,884	1,369	4,249
Andover, N. Y.....	2,714	8,238	1,160	1,054	8,133	4,973	1,237	12,372	2,884	2,884	1,369	4,249
Andover, Ala.....	1,535	1,331	1,160	4,347	2,037	1,160	1,237	12,372	2,884	2,884	1,369	4,249
Andover, N. M.....	2	2	2	2	2	2	2	2	2	2	2	2
Andover, N. D.....	519	513	191	216	1,306	1,306	81	324	81	324	81	324
Andover, N. E.....	15	15	2	7	7	93	71	71	71	71	71	71
Andover, N. W.....	2,416	300	136	725	1,517	2,543	403	5,539	4,984	4,984	1,369	4,249
Andover, N. S.....	2,416	136	191	725	750	1,865	419	4,984	4,984	4,984	1,369	4,249
Andover, N. T.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. U.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. V.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. W.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. E.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. D.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. S.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. T.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. U.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. V.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. W.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. E.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. D.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. S.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. T.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. U.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. V.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. W.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. E.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. D.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. S.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. T.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. U.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. V.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. W.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. E.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. D.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. S.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. T.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. U.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. V.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. W.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. E.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. D.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. S.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. T.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. U.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. V.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. W.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. E.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. D.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. S.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. T.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. U.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. V.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. W.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. E.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. D.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. S.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. T.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. U.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. V.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. W.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. E.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. D.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. S.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. T.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. U.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. V.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. W.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. E.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. D.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. S.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. T.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. U.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. V.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. W.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. E.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. D.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. S.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. T.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. U.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. V.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. W.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. E.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. D.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. S.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. T.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. U.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. V.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. W.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. E.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. D.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. S.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. T.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. U.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. V.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. W.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. E.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. D.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. S.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. T.....	1,1	12	5	2	2	1,841	1,356	1,356	1,356	1,356	1,356	1,356
Andover, N. U.....	1,1	12	5									

now, and dry weather is wanted to pick what little has been made. The thermometer has averaged 85, the highest being 96 and the lowest 72.

Belton, Texas.—We have had rain on one day of the week, but not enough to do much good. The rainfall reached fifty hundredths of an inch. Good progress is being made with picking. The thermometer has averaged 83, ranging from 70 to 97.

Weatherford, Texas.—No rain yet. Picking is making good progress. The thermometer has ranged from 68 to 97, averaging 83.

Dallas, Texas.—The weather has been warm and dry all the week. Picking is making good headway. Average thermometer 85, highest 100 and lowest 72.

Columbia, Texas.—We have had one good but insufficient shower during the week, the rainfall reaching fifty-four hundredths of an inch. The thermometer has averaged 82, the highest being 94 and the lowest 71.

New Orleans, Louisiana.—It has rained on three days of the week, the rainfall reaching ninety-four hundredths of an inch. The thermometer has averaged 81.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi.—The weather has been warm and dry all the week. The thermometer has ranged from 71 to 93.

Meridian, Mississippi.—Telegram not received.

Greenville, Mississippi.—The weather has been warm and dry during the week, with a rainfall of only ten hundredths of an inch. The bottom crop is safe and very abundant. The middle crop will be poor, and it is claimed that there is no top crop. The thermometer has averaged 86, ranging from 81 to 90.

Columbus, Mississippi.—Telegram not received.

Little Rock, Arkansas.—The weather during the week has been very warm and without rain until Thursday evening, when we had a very refreshing shower, which has cooled the atmosphere greatly. The rainfall reached ninety-one hundredths of an inch. Average thermometer 79, highest 92 and lowest 60.

Fort Smith, Arkansas.—We have had rain on one day of the week. Since my last report crops in this part of the State have suffered much from drought—so much so, that prospects are claimed to be not as good by about twenty-five per cent. Cotton is opening rapidly, and is coming in in as great volumes as last year. The thermometer has ranged from 61 to 91.

Helena, Arkansas.—With the exception of one sprinkle, the weather has been warm and dry all the week. The rainfall reached but four hundredths of an inch. Crop accounts are less favorable. Picking has commenced. Rains have been partial. The thermometer has averaged 81, ranging from 70 to 97.

Newport, Arkansas.—Telegram not received.

Memphis, Tennessee.—Telegram not received.

Nashville, Tennessee.—We have had rain on three days of the week, the rainfall reaching eighty-eight hundredths of an inch. The thermometer has averaged 79, the highest being 89 and the lowest 70.

Mobile, Alabama.—It was showery on two days in the early part of the week, but the latter portion has been clear, pleasant and warm. The rainfall reached ninety-nine hundredths of an inch. Picking is progressing finely. The thermometer has averaged 78, ranging from 70 to 93.

Montgomery, Alabama.—The weather has been dry and hot as blazes most all the week. The rainfall reached fifty-eight hundredths of an inch. Picking is progressing rather slowly, as it is too hot to work effectually. The thermometer has ranged from 66 to 92, averaging 79.

Selma, Alabama.—The weather has been warm and dry all the week. Rust is claimed to be developing badly. Crop estimates are unchanged. Average thermometer 78, highest 94 and lowest 66.

Madison, Florida.—Telegram not received.

Macon, Georgia.—We have had very light showers on two days of the week, but to-day there are some indications of rain. Picking is progressing finely. The thermometer has averaged 80, ranging from 68 to 91.

Columbus, Georgia.—We have had no rain all the week. Crop accounts are gloomy. The thermometer has ranged from 69 to 90, averaging 83.

Savannah, Georgia.—It has rained on five days and the remainder of the week has been cloudy. The rainfall reached three inches and seventy-one hundredths. Average thermometer 78, highest 85, lowest 72.

Augusta, Georgia.—We have had heavy general rain on two days of the week, the rainfall reaching two inches and fifty-two hundredths. Crop accounts are unfavorable, the bad effects of the recent drought being felt. Shedding is reported in places. Appearances generally point to a considerable reduction in yield. Picking progresses well and cotton is being marketed freely. The thermometer has averaged 79, the highest being 90 and the lowest 71.

Atlanta, Georgia.—The weather has been hot and dry during the week, with a rainfall of one hundredth of an inch. It is claimed that rust prevails in cotton. The thermometer has averaged 77.7, ranging from 66 to 89.

Charleston, South Carolina.—It has rained on two days of the week, the rainfall reaching two inches and eighty-three hundredths. The thermometer has ranged from 73 to 86, averaging 79.

Columbia, South Carolina.—It has rained on four days of the week, the rainfall reaching three inches and fifty-five hundredths of an inch. We hear rumors of the appearance of caterpillars, but think them of little importance. It is claimed that rust is developing badly. Average thermometer 76, highest 83, lowest 71.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock September 11, 1884, and September 13, 1883.

	Sept. 11, '84		Sept. 13 '83.	
	Feet.	Inch.	Feet.	Inch.
New Orleans	12	5	12	6
Memphis	6	9	5	3
Nashville	2	4	0	9
Shreveport	0	5	2	10
Vicksburg	9	9	8	0

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have re-arranged our India service so as to make our reports more detailed and at the same time more accurate. We had found it impossible to keep out of our figures, as called to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan now followed relieves us from the danger of this inaccuracy and keeps the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to Sept. 11.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week			Shipments since Jan. 1			Receipts.	
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1884	3,600	2,000	5,600	189,000	608,000	1,097,000	3,000	1,542,000
1883	3,000	2,000	5,000	144,000	779,000	1,224,000	4,000	1,547,000
1882	4,000	1,000	5,000	70,000	590,000	1,335,000	5,000	1,615,000
1881	4,000	2,000	6,000	392,000	536,000	928,000	7,000	1,155,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 1,000 bales, and an increase in shipments of 3,000 bales, and the shipments since January 1 show a decrease of 127,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Cochin.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1884 .....	.....	.....	.....	82,500	39,700	122,200
1883	200	.....	200	84,500	10,500	95,000
Madras—						
1884 .....	.....	.....	.....	39,400	.....	39,400
1883 .....	.....	.....	.....	13,500	1,900	14,000
all others—						
1884	9,100	3,900	12,400	26,900	15,900	42,800
1883	8,000	.....	8,000	29,000	6,000	35,000
Total all—						
1884	9,400	2,000	12,400	148,800	55,600	204,400
1883	8,400	.....	8,400	127,000	18,400	145,400

The above totals for the week show that the movement from the ports other than Bombay is 4,000 bales more than same week last year. For the whole of India, therefore, the total shipments since January 1, 1884, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1884.		1883.		1882.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	5,000	1,097,000	2,000	1,240,000	5,000	1,385,000
All other ports	12,400	204,400	8,400	145,400	2,800	265,600
Total	17,400	1,301,400	10,400	1,385,400	7,800	1,650,600

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benchi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Receipts (cantars)*—	1884.		1883.		1882.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
.....	2,000	.....	.....	.....	.....	.....
.....	2,000	.....	.....	.....	.....	.....
Exports (bales)						
To Liverpool .....	.....	.....	.....	.....	.....	.....
To Continent .....	.....	.....	.....	.....	.....	.....
Total Europe .....	.....	.....	.....	.....	.....	.....

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Sept. 10 were 2,000 cantars and the shipments to all Europe — bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is quiet. We give the prices for to-day below, and leave previous weeks' prices for comparison.

	1884.						1883.					
	32s Cop. Twist.		84 lbs. Shirtings.		Cott'n Mch. Upl's		32s Cop. Twist.		84 lbs. Shirtings.		Cott'n Mch. Upl's	
July 11	d. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d. d.	s. d.	s. d.	s. d.	s. d.	s. d.
" 18	8 1/2	0 9 1/2	5 7	0 7 1/2	1 6 1/2	6 1/2	8 3/4	0 9 1/2	5 8	0 7 1/2	1 5 1/2	5 1/2
" 25	8 3/4	0 9 1/2	5 7	0 7 1/2	1 6 1/2	6 1/2	8 3/4	0 9 1/2	5 8	0 7 1/2	1 5 1/2	5 1/2
Aug. 1	8 3/4	0 9 1/2	5 7	0 7 1/2	1 6 1/2	6 1/2	8 3/4	0 9 1/2	5 8	0 7 1/2	1 5 1/2	5 1/2
" 8	8 3/4	0 9 1/2	5 7	0 7 1/2	1 6 1/2	6 1/2	8 3/4	0 9 1/2	5 8	0 7 1/2	1 5 1/2	5 1/2
" 15	8 3/4	0 9 1/2	5 7	0 7 1/2	1 6 1/2	6 1/2	8 3/4	0 9 1/2	5 8	0 7 1/2	1 5 1/2	5 1/2
" 22	8 3/4	0 9 1/2	5 7	0 7 1/2	1 6 1/2	6 1/2	8 3/4	0 9 1/2	5 8	0 7 1/2	1 5 1/2	5 1/2
" 29	8 3/4	0 9 1/2	5 7	0 7 1/2	1 6 1/2	6 1/2	8 3/4	0 9 1/2	5 8	0 7 1/2	1 5 1/2	5 1/2
Sept. 5	8 3/4	0 9 1/2	5 7	0 7 1/2	1 6 1/2	6 1/2	8 3/4	0 9 1/2	5 8	0 7 1/2	1 5 1/2	5 1/2
" 12	8 3/4	0 9 1/2	5 7	0 7 1/2	1 6 1/2	6 1/2	8 3/4	0 9 1/2	5 8	0 7 1/2	1 5 1/2	5 1/2

ANNUAL COTTON CROP STATEMENT.—In our editorial columns will be found our annual crop statement, with the usual facts and information with regard to consumption, &c.

NEW YORK COTTON EXCHANGE.—Last year we directed attention to losses occasioned by fraudulent bills of lading issued by accredited agents of Southern railroad companies, and to the necessity of adopting means to lay the responsibility on the right shoulders, but although several bills have been introduced in Congress for that purpose, yet no progress has been made. The subject now appears to be taken up by the Board of Trade & Transportation, and it is to be hoped that the united efforts of all concerned will lead to a desirable result. It is of too much importance to be allowed to rest.

EUROPEAN COTTON CONSUMPTION.—By cable to-day we have Mr. Ellison's cotton figures brought down to September 1 this year and last year. We are not a little surprised to notice how material are the changes in estimated consumption he has made this month, not only for 1884, but also for 1883. The takings by spinners in actual bales and pounds he gives as follows:

From Oct. 1 to Sept. 1.	Great Britain.	Continent.	Total.
For 1883-84.			
Takings by spinners...bales	3,164,000	2,835,000	6,019,000
Average weight of bales....	429	421	425
Takings in pounds	1,357,356,000	1,201,955,000	2,559,311,000
For 1882-83.			
Takings by spinners...bales	3,143,000	3,269,000	6,412,000
Average weight of bales....	442	423	432
Takings in pounds	1,389,206,000	1,380,787,000	2,769,993,000

On account of the corrections made in consumption, we are not able to furnish our usual table of the details for each month. But we give the following, which is Mr. Ellison's statement of the total takings and consumption for the 48 weeks of the season to Sept. 1 in bales of 400 lbs. each.

Oct. 1 to Sept. 1. Bales of 400 lbs. each. 000s omitted.	1883-84.			1882-83.		
	Great Britain	Continent.	Total.	Great Britain	Continent.	Total.
Spinners' stock Oct. 1.	93.	344.	442.	82.	139.	221.
Takings to Sept. 1	3,393.	3,005.	6,398.	3,473.	3,452.	6,925.
Supply.....	3,491.	3,349.	6,840.	3,555.	3,591.	7,146.
Consumption 48 weeks	3,420.	3,120.	6,540.	3,480.	3,120.	6,600.
Spinners' stock Sept. 1	71.	229.	300.	75.	471.	546

Our cable also states that the consumption in Great Britain for August has been 68,000 bales of 400 lbs. per week, and on the Continent 66,000 bales of the same weight. For July Mr. Ellison estimated the consumption in Great Britain at 70,000 bales, and for June at 73,000 bales; and on the Continent June and July were both estimated at 68,000 bales.

EAST INDIA CROP PROSPECTS.—By cable from Bombay to-day we are advised that crop accounts in the districts tributary to that port are generally satisfactory. Floods are reported in portions of Broach, but they have done but little harm as yet. The rainfall at Bombay since the monsoon set in has reached 55.98 inches.

EAST INDIA CROP.—The Bombay Price Current of August 4 gave the following concerning the cotton crop:

"From the Berars and Khandesh the accounts of the growing plants are all that could be desired, with the exception of parts here and there where low-lying fields have suffered slightly from too much moisture. In Broach a similar state of matters prevails, but further north toward Veranganam and in the Bhonslur district the weather is wanted to enable sowing to be completed. As the indications, however, seem in favor of a break, the probability is that even in the places instanced we shall yet have a good crop."

EGYPTIAN COTTON CROP.—Our advices from Alexandria, under date of August 16, speak as follows on the cotton crop of Egypt:

"The news from the interior is still good, and according to present appearances the harvest will be 3,000,000 of cantars. However we must not forget that the months of August and September are the most critical months, and consequently the harvest cannot be considered as assured before the middle of October. Some parcels of new cotton have arrived on the market, and have been sold as samples. The quality is good."

THE AGRICULTURAL DEPARTMENT'S REPORT FOR SEPTEMBER.

The Agricultural Department's report on cotton for September 1 is given in full below:

The Department of Agriculture reports that the condition of cotton on the 1st of September was lower than on August 1, by reason of drought which has been severest in Texas, yet felt in every State east and north to North Carolina. The apprehension that too succulent early growth would wilt under higher temperature, and absence of rain, has been realized to some extent. Local areas on the Atlantic coast appear to have had sufficient moisture at a few points, too much on low lands. The effect of these meteorological changes has been the wide prevalence of rust and the shedding of leaves and young bolls. In light soils the fruiting will be hastened, the top "olls ahead" forming. In those of greater moisture there is a strong weed, and with deferred frosts a good crop may be made.

There are few losses by the caterpillar. When it has appeared it was promptly met by poisonous applications as a rule. The boll worm has been more abundant than usual, and has not had treatment sufficiently prompt.

The average condition for the whole field, which was 87 in the preceding report, is reduced to 82½, though Texas is the only State below that average. The only years of the preceding ten having lower averages in September were 1874 three and a half points lower, 1881 when the average was only 79, and last year when it was 74. The weather of the next three months may modify for better or worse the actual result of the harvest.

The State averages are: Virginia, 89; North Carolina, 90; South Carolina, 87; Georgia, 86; Florida, 85; Alabama, 84; Mississippi, 83; Louisiana, 84; Texas, 72; Arkansas, 83; Tennessee, 90.

That the reader may have for comparison the condition, according to the Agricultural Department, on September 1 of previous years, we give the following, collated from its reports:

States.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.
No. Carolina...	90	78	88	72	100	83	88	83	96	90	87
So. Carolina...	87	70	95	6	93	81	80	85	91	80	86
Georgia...	86	70	89	71	9	82	81	77	90	76	77
Florida...	88	93	83	87	91	8	1	94	83	75	77
Alabama...	84	76	90	80	86	81	92	91	83	87	81
Mississippi...	83	75	8	74	88	89	89	88	87	98	74
Louisiana...	84	77	80	76	8	87	8	92	90	88	82
Texas...	72	67	101	6	97	66	101	70	87	91	85
Arkansas...	83	80	100	55	95	9	98	99	97	9	47
Tennessee...	90	89	89	62	90	107	91	106	19	96	92
Average...	82½	74	92	72	92	85	90	86	92½	88	83

Taking the above figures for September, and adding them to those for the previous months, we have the following comparison between this year and last year:

States.	1884.					1883.				
	June.	July.	Aug.	Sept.	Aver.	June.	July.	Aug.	Sept.	Aver.
N. Carolina	95	87	87	90	89.8	81	91	87	78	84.2
S. Carolina	97	93	91	87	92.0	85	91	80	70	81.5
Georgia	96	90	10	86	90.5	86	93	78	70	81.8
Florida	99	99	97	88	95.7	94	95	93	93	93.8
Alabama	93	93	92	84	90.5	87	87	83	76	83.3
Mississippi	87	83	92	83	85.5	80	89	85	75	83.7
Louisiana	72	74	85	84	78.8	91	91	83	77	80.0
Texas	77	8	79	72	77.0	89	93	87	67	81.0
Arkansas	85	86	87	83	85.2	87	84	83	80	83.5
Tennessee	92	89	92	90	90.8	78	88	90	89	86.3
Average	87	86	87	82.5	85.6	86	90	84	74	83.5

From the above it will be seen that the averages for the four months, with the exception of Louisiana and Texas, are above similar averages for same months of last year. But for the month of September, Florida is the only State with a lower average now, the others being in general much above 1883.

SOUTH CAROLINA AGRICULTURAL REPORT FOR SEPTEMBER 1.—The report of the State Agricultural Department on cotton for the month of August was issued on the 5th inst., and is as follows:

The excessive rains in June and July gave the cotton plant a vigorous growth, and during the latter part of July, after it had been freed of grass, it fruited well, but the weed was full of sap and the rains have been followed by cool nights and a protracted drought. These unfavorable conditions have caused the plant to shed heavily. Rust has appeared in every county, and the bolls are opening prematurely. The growth of the plant has been checked, and in some sections all the blooms and squares have been cast, leaving only bolls partially and fully matured to ripen. The crop is from ten days to two weeks later than usual. The yield now depends largely, especially in the northern part of the State, upon the fall season. If from now on the crop will be cut short, but a late fall will be very favorable. This summary of the returns applies to the State generally, but there are exceptions to these conditions. In portions of nearly every county the correspondents say that where the crops have been well worked and fertilized it is fully up to an average.

The condition, compared to an average, is reported in Upper Carolina at 89, Middle Carolina at 87, Lower Carolina at 83. Average for the State 84. At the same date in 1882 the condition was reported at 71, and in 1883 at 84. The present condition of the crop, therefore, is below 1882, but better than 1883.

JUTE BUTTS, BAGGING, &c.—There has been considerable activity in bagging during the week, and buyers are more disposed to operate. Orders are coming in quite freely, and prices are firm, with sellers disposed to ask more money. There have been sales of a few thousand rolls in lots at full figures, and the market closes at 9 $\frac{3}{4}$ c. for 1 $\frac{1}{2}$ lb., 10 $\frac{1}{2}$ c. for 1 $\frac{3}{4}$ lb., 11c. for 2 lb. and 11 $\frac{1}{2}$ c. for standard grades for jobbing orders, but a round parcel can be had at a reduction on above figures of 2 $\frac{1}{2}$ @5 per cent, according to size of order. Butts have been in moderate demand, but the market is not active. Small parcels are reported moving, some 3,000 bales finding takers at 1 13-16@2c. for paper grades and 2 $\frac{1}{8}$ @2 $\frac{1}{2}$ c. for bagging, low or prime quality.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1883, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1883.	1882.	1881.	1880.	1879.	1878.
Sept'mb'r	343,812	326,656	429,777	458,478	333,643	288,848
October	1,046,092	980,584	853,195	968,318	888,492	689,264
Novemb'r	1,030,388	1,094,697	974,043	1,006,501	942,272	779,237
Decemb'r	1,059,653	1,112,536	996,847	1,020,892	956,461	892,664
January	487,729	752,827	487,727	571,701	647,140	616,727
February	383,938	593,598	291,092	572,725	447,918	561,824
March	241,314	482,772	257,099	476,582	264,913	302,955
April	111,775	284,518	147,593	284,216	158,025	186,459
May	45,918	185,522	113,573	190,054	110,096	84,299
June	31,682	78,511	68,679	131,871	88,455	29,472
July	19,594	42,299	36,890	78,572	54,258	13,938
August	15,966	53,388	43,143	115,114	67,372	18,081
Correct'ns	30,63	24,337	17,344	123	42,714	459
Total year	4,856,575	6,019,735	4,727,361	5,871,093	5,001,672	4,447,276
Percentage of tot. port receipts Aug. 31..	99.59	99.62	100.00	99.13	99.99	99.99
Corrections	90.41	60.33	00.00	00.85	00.01	
Total port receipts	100.00	100.00	100.00	100.00	100.00	100.00

This statement shows that up to Aug. 31 the receipts at the ports this year were 1,169,163 bales less than in 1882-83 and 130,211 bales more than at the same time in 1881-82. The receipts since September 1, 1884, and for the corresponding period of the five previous years have been as follows.

	1883.	1882.	1881.	1880.	1879.
Sept. 1....	2,944	2,765	5,015	5,600	5,037
" 2.....	2,516	8.	2,890	10,356	5,689
" 3.....	2,012	7,215	8.	10,182	10,512
" 4.....	2,519	3,996	5,868	8.	6,474
" 5.....	5,01	6,169	3,396	18,839	8.
" 6.....	3,704	4,990	5,636	9,093	14,754
" 7.....	8.	8. 94	4,493	7,637	9,315
" 8.....	8,206	8,143	6,105	8,181	8,616
" 9.....	5,646	8.	6,405	18,79	11,096
" 10.....	8,396	13,926	8.	12,058	10,862
" 11.....	6,214	9,486	11,202	8.	15,646
" 12.....	10,438	8,08	5,645	16,598	8.
Total	57,725	72,893	56,995	118,321	97,981
Percentage of total port receipts Sept. 12	01.50	00.95	02.51	01.67	00.88

This statement shows that the receipts since Sept. 1 up to to-night are now 15,170 bales less than they were to the same day of the month in 1883 and 739 bales more than they were to the same day of the month in 1882. We add to the table the percentages of total port receipts which had been received to September 12 in each of the years named.

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON AT NEW YORK, BOSTON, PHILADELPHIA AND BALTIMORE FOR THE PAST WEEK, AND SINCE SEPTEMBER 1, 1884.

Receipts from—	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans.	4,301	6,752	.....	.....	.....	.....	.....	.....
Texas	4,186	6,495	.....	.....	.....	.....	.....	.....
Savannah	1,851	2,211	7	7	156	156	203	203
Mobile	.....	.....	.....	.....	.....	.....	.....	.....
Florida	.....	.....	.....	.....	.....	.....	.....	.....
So. Carolina	2,779	2,595	.....	.....	.....	.....	.....	.....
No. Caro. ins.	134	138	.....	.....	.....	.....	.....	.....
Virginia	254	277	149	149	100	100	17	17
North'n ports	.....	.....	509	509	.....	.....	.....	.....
Tennessee, &c	.....	.....	391	391	1,085	1,085	.....	.....
Foreign	807	892	.....	.....	.....	.....	.....	.....
This year..	3,812	19,181	1,056	1,056	1,341	1,341	220	220
Last year..	18,345	27,673	921	921	2,001	2,001	3,742	3,742

THE EXPORTS OF COTTON FROM NEW YORK this week show a decrease, as compared with last week, the total reaching 14,488 bales, against 15,566 bales last week. Below we give our usual

table, showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and directions since September 1, 1884, and in the last column the total for the same period of the previous year.

EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1884.

Exported to—	Week ending—				Total since Sept. 1.	Same period previous year.
	Aug. 21.	Aug. 28.	Sept. 4.	Sept. 11.		
Liverpool.....	9,354	7,853	10,453	13,909	17,231	14,490
Other British ports.....	.....	1,233	267	.....	267	500
TOTAL TO GREAT BRITAIN	9,354	9,116	10,720	13,909	17,498	14,990
Havre.....	.....	85	126	208	334	752
Other French ports.....	.....	.....	.....	.....	.....	.....
TOTAL FRENCH.....	.....	85	126	208	334	752
Bremen.....	.....	.....	.....	371	371	593
Hamburg.....	100	1,921	900	.....	.....	1,050
Other ports.....	700	.....	300	.....	.....	.....
TOTAL TO NORTH. EUROPE	1,300	1,921	1,200	371	371	1,643
Spain, Oporto, Gibralt'r, &c.....	.....	200	3,820	.....	.....	2,983
All other.....	.....	620	.....	.....	.....	604
TOTAL SPAIN, &c.....	.....	820	3,820	.....	.....	3,497
GRAND TOTAL	10,654	11,942	15,866	14,488	18,203	20,892

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 15,612 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday night of this week.

		Total bales.
NEW YORK —To Liverpool, per steamers America, 677; Britannia, 1,931; City of Rome, 280; Concessor, 1,503; Gallia, 1,773; Nassmyth, 1,313; Republic, 1,500; St. Rouans, 2,372; Wisconsin, 2,115.....		13,909
To Havre, per steamer Normandie, 204.....		208
To Bremen, per steamers Kronprinz Friedrich Wilhelm, 321; Fu da, 40.....		371
NEW ORLEANS —To Liverpool, per steamer Shawmut, 119.....		119
BALTIMORE —To Liverpool, per steamer Illinois, 20.....		220
PHILADELPHIA —To Liverpool, per steamer Illinois, 20.....		209
PHILADELPHIA —To Liverpool, per steamer Illinois, 576.....		576
Total		15,612

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen.	Total.
New York.....	13,033	208	371	13,612
New Orleans.....	119	.....	.....	119
Baltimore.....	220	.....	.....	220
Philadelphia.....	576	.....	.....	576
Total	13,033	208	371	15,612

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest dates:

BOSTON—For Liverpool—Sept. 10—Steamer Missouri, 199.
BALTIMORE—For Liverpool—Sept. 10—Steamer Humacao, 1,083.
PHILADELPHIA—For Liverpool—Sept. 10—Steamer British Princess, 1,029.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d. to sail....	7 $\frac{1}{4}$ ¢	7 $\frac{1}{4}$ ¢	7 $\frac{1}{4}$ ¢	7 $\frac{1}{4}$ ¢	7 $\frac{1}{4}$ ¢	7 $\frac{1}{4}$ ¢
Havre, steam d. to sail....	11 $\frac{3}{4}$ ¢	11 $\frac{3}{4}$ ¢	11 $\frac{3}{4}$ ¢	11 $\frac{3}{4}$ ¢	11 $\frac{3}{4}$ ¢	11 $\frac{3}{4}$ ¢
Bremen, steam d. to sail....	7 $\frac{1}{2}$ ¢	7 $\frac{1}{2}$ ¢	7 $\frac{1}{2}$ ¢	7 $\frac{1}{2}$ ¢	7 $\frac{1}{2}$ ¢	7 $\frac{1}{2}$ ¢
Hamburg, steam d. to sail....	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢
Amsterdam, steam d. to sail....	3 $\frac{1}{2}$ ¢	3 $\frac{1}{2}$ ¢	3 $\frac{1}{2}$ ¢	3 $\frac{1}{2}$ ¢	3 $\frac{1}{2}$ ¢	3 $\frac{1}{2}$ ¢
Reval, steam d. to sail....	3 $\frac{1}{2}$ ¢	3 $\frac{1}{2}$ ¢	3 $\frac{1}{2}$ ¢	3 $\frac{1}{2}$ ¢	3 $\frac{1}{2}$ ¢	3 $\frac{1}{2}$ ¢
Barcelon, steam d. to sail....	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢
Genoa, steam d. to sail....	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢
Trieste, steam d. to sail....	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢
Antwerp, steam d. to sail....	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢	5 $\frac{1}{2}$ ¢

* Compression.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Aug. 22.	Aug. 29.	Sept. 5.	Sept. 12.
Sales of the week.....bales.	43,000	55,000	63,000	57,000
Of which exporters took.....	4,000	3,000	4,000	6,000
Of which speculators took.....	1,000	2,000	6,000	2,000
Sales American.....	3,000	38,000	41,000	38,000
Actual export.....	6,000	5,000	5,000	5,000
Forwarded.....	4,000	3,000	5,000	5,000
Total stock—Estimated.....	779,000	737,000	697,000	650,000
Of which American—Estimated.....	478,000	446,000	41,000	384,000
Total import of the week.....	20,000	15,000	25,000	16,000
Of which American.....	14,000	8,000	15,000	13,000
Amount afloat.....	77,000	80,000	59,000	65,000
Of which American.....	12,000	23,000	19,000	19,000

The tone of the Liverpool market for spots and futures each day of the week ending Sept. 12, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Market, 12:30 P.M.	In buyers' favor.	Steady.	Dull.	Easy.	Quiet.	Easier.
Mid Up'ds	6 ³ / ₁₆	6 ³ / ₁₆	6 ³ / ₁₆	6 ³ / ₁₆	6 ³ / ₁₆	6 ³ / ₁₆
Mid, Or'ds.	6 ³ / ₁₆	6 ³ / ₁₆	6 ³ / ₁₆	6 ³ / ₁₆	6 ³ / ₁₆	6 ³ / ₁₆
Sales	7,000	10,000	8,000	8,000	8,000	10,000
Spec. & exp.	500	1,000	1,000	500	1,000	1,000
Markets, 12:30 P.M.	Easy at 1-4 decline.	Firm at 2-4 advance.	Flat at 2-4 decline.	Barely steady.	Dull at 1-4 decline.	Dull at 1-4 decline.
Markets, 4 P.M.	Dull but firm.	Easy.	Flat.	Quiet.	Quiet.	Quiet but steady.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d., and 6 03 means 6 3-64d.

	Sat., Sept. 6.				Mon., Sept. 8.				Tues., Sept. 9.			
	Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.
September..	6 09	6 09	6 09	6 09	6 11	6 11	6 09	6 09	6 07	6 07	6 07	6 07
Sept.-Oct..	6 06	6 06	6 06	6 06	6 05	6 05	6 06	6 06	6 04	6 04	6 04	6 04
October....	6 06	6 06	6 06	6 06	6 05	6 05	6 06	6 06	6 04	6 04	6 04	6 04
Oct.-Nov..	5 63	5 63	5 63	5 63	6 01	6 01	6 00	6 00	5 62	5 62	5 62	5 62
Nov.-Dec..	5 65	5 65	5 65	5 65	5 61	5 61	5 60	5 60	5 53	5 53	5 53	5 53
Dec.-Jan..	5 60	5 60	5 61	5 60	5 61	5 61	5 60	5 60	5 57	5 57	5 57	5 57
Jan.-Feb..	5 60	5 60	5 60	5 60	5 62	5 62	5 60	5 60	5 58	5 58	5 58	5 58
Feb.-March.	5 62	5 62	5 62	5 62	5 60	5 60	5 63	5 63	5 61	5 61	5 60	5 60
March-Apr.	6 00	6 00	6 00	6 00	6 02	6 02	6 01	6 01	6 00	6 00	5 63	5 63
April-May..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
May-June..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
June-July..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

	Wednesday, Sept. 10.				Thursday, Sept. 11.				Friday, Sept. 12.			
	Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.
September..	6 03	6 03	6 03	6 03	6 04	6 04	6 03	6 03	6 02	6 02	6 00	6 00
Sept.-Oct..	6 04	6 04	6 03	6 04	6 02	6 02	6 01	6 01	5 63	5 63	5 62	5 62
October....	6 04	6 04	6 03	6 03	6 02	6 02	6 01	6 01	5 63	5 63	5 62	5 62
Oct.-Nov..	5 61	5 61	5 60	5 60	5 59	5 59	5 58	5 58	5 55	5 55	5 51	5 51
Nov.-Dec..	5 57	5 57	5 57	5 57	5 57	5 57	5 55	5 55	5 53	5 53	5 53	5 53
Dec.-Jan..	5 57	5 57	5 57	5 57	5 55	5 55	5 53	5 53	5 53	5 53	5 51	5 51
Jan.-Feb..	5 58	5 58	5 57	5 57	5 57	5 57	5 55	5 55	5 54	5 54	5 53	5 53
Feb.-March.	5 59	5 59	5 56	5 56	5 59	5 59	5 58	5 58	5 57	5 57	5 56	5 56
March-Apr.	5 63	5 63	5 62	5 62	5 61	5 61	5 61	5 61	5 59	5 59	5 58	5 58
April-May..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
May-June..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
June-July..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BREADSTUFFS.

FRIDAY, P. M., September 12, 1884.

Flour has been quiet and still depressed. The receipts have been large and the weather oppressively warm, and these unfavorable influences, joined to the dulness of trade, have caused a renewed weakness. The commoner grades are in larger supply as a rule than recently, though the stock of superfine is moderate. Spring wheat flour is not in excessive supply, some grades in fact being rather scarce; but the demand, on the other hand, is light, and even these descriptions have been somewhat depressed. To-day the market was dull and weak.

Wheat has declined an important item, owing to depressed markets in Europe and at the West, and large orders to sell both on home and foreign account. The crop prospects, both in this country and abroad, are excellent. There has been a very fair business for export, the transactions, indeed, on some days being liberal, and the speculation has been larger. The buying here has been largely by shorts, though some purchasing has been done, it is claimed, on long account, on the idea that prices are nearing the bottom and are liable to take a sudden turn upward. The report of the Department of Agriculture was construed as favorable to the bulls, and at the opening yesterday, owing to this and some decrease in the quantity of wheat and flour on passage for Europe, there was a slight advance; but later, under further orders to sell, the advance was lost and a decline followed. Shorts covered both here and at the West with some freedom. The bears contend that the prospects point to a renewed cutting of rates on the railroads terminating here and at Philadelphia, and that on this account there is little probability of a decided advance for the present. The market to-day was again lower. No. 2 red closed weak at 87c. afloat, 85¹/₂c. for September, 86³/₄c. for October, 88³/₄c. for November and 90¹/₄c. for December, showing a decline of fully five cents for the week.

Indian corn, in sympathy with the depression in wheat, has also declined. The trade for export, owing to the scarcity of

No. 2 mixed corn, has been light, but the speculation has noticeably increased. It is claimed that the market has been manipulated in the interest of the bulls both here and at the West, but notwithstanding the light receipts at the West, and the fact that not a little corn has been sent to New England markets instead of to New York, prices have been depressed. The crop, it now seems certain, will be unusually large, and it was claimed yesterday that the Chicago clique was selling. The market, both here and at Chicago, has at times been firm, owing to covering by the shorts, but a natural sympathy with other cereals and favorable crop prospects have carried prices downward. To-day there was a further decline of 1 to 2c. No. 2 mixed closed heavy at 82¹/₂c. on the spot, 60³/₄c. for September, 59³/₄c. for October, 58³/₄c. for November and 51¹/₂c. for December, showing a decline of 3 to 4c. during the past week.

Rye has been quiet. Oats have followed other cereals downward, with a fair business at the decline. No. 2 mixed closed weak at 31¹/₂c. for September and October and 31³/₄c. for November, showing a decline for the week of 1¹/₂ to 2c.

The following are closing quotations:

FLOUR.		GRAIN.	
No. 2 spring... bbl.	\$2 00	Patent's, winter....	\$4 75
No. 2 winter.....	2 00	City Mill ship's/g ex-4 55	4 65
Superfine.....	2 40	Southern bakers and	4 25
Spring wheat extras	2 75	family brands.....	4 25
Mun. clear and strat	3 75	Southern ship's/g extras	3 80
Wintership's/g extras	2 85	Rye flour, superfine..	3 75
Winter clear and	3 00	Corn meal—	
straight.....	3 00	Western, &c.....	3 00
Patent's, spring.....	4 75	Brandywine, &c.....	3 40

Wheat -		Corn -	
Spring No. 2.....	80 1/2	Western Yellow.....	80 1/2
Red winter, No. 2	80 1/2	Rye - Western.....	79 1/2
Red winter.....	78 1/2	State & Canada.....	70 1/2
White.....	78 1/2	Oats - Mixed.....	31 1/2
White No. 1.....	78 1/2	White.....	33 1/2
Corn - West. mixed	58 1/2	No. 2 mixed.....	32 1/2
West. mix. No. 2.	62 1/2	No. 2 white.....	34 1/2
White Southern.....	62 1/2	Barley - No. 1 Canada.....	35
Yellow Southern.....	62 1/2	No. 2 Canada.....	35
Western white.....	62 1/2	State, two-rowed.....	35
		State, six-rowed.....	35

AGRICULTURAL BUREAU REPORT.—The following is the Agricultural Bureau Report for September:

The product of winter wheat is above the average, and is generally of good quality except where injured by sprouting in the shock. The rate of yield is not far from an average of thirteen bushels per acre. The results of harvest of spring wheat are not yet complete, and the product cannot be precisely indicated. It is probable from the reported condition of the crop already harvested and threshed that the aggregate will vary little from 500,000,000 bushels. The reports of much higher figures are sensational and misleading, and utterly unworthy of credence.

The general average of condition when harvested is 93, against 83 last year. Condition is almost identical with that reported in September, 1879, the Census crop, which yielded thirteen bushels per acre.

The wheat States of highest condition are California, Wisconsin, Minnesota, Pennsylvania, Kentucky, Tennessee and Oregon. These, with some of minor production, show figures higher than the general average; Iowa, Nebraska and Kansas stand at 93, Ohio and Michigan 95, Indiana 94, Illinois 80. The Eastern and Southern States range from 89 in Mississippi to 103 in Maine.

The corn crop is in better condition than in any September since 1883. The general average is 91. It was 81 last September, 83 in 1882 and 60 in 1881. It promises to produce an average yield of twenty-six bushels for the entire breadth, or not less than 1,800,000,000 bushels. It will make the largest aggregate of quantity ever reported in the history of the crop.

The oat crop averages a yield per acre about the same as corn, and makes an aggregate exceeding 500,000,000 bushels. Its condition when harvested was 85, which is lower than for two previous years, but higher than for prior years since 1878.

Barley averages 97, against 100 last year and 95 in 1882. It will average about twenty-two bushels per acre.

The general average for rye is 96, and for buckwheat 93, which indicates a medium crop of about thirteen bushels per acre.

The condition of potatoes averages 91, against 95 last year. It will be an abundant crop, but not so large as the last. There is some complaint of rot in New England and a little in New York. There is a wide range of condition, running down to 62 in Ohio while it is 94 in Michigan, the same in Pennsylvania and 86 in New York. There is a fine crop west of the Mississippi.

The condition of tobacco is higher than in September of any year since 1878. It averages 94 instead of 80 last September. Massachusetts, 107; Connecticut, 103; New York, 98; Pennsylvania, 99; Wisconsin, 100. The cigar tobacco this stands comparatively high: Maryland, 91; Virginia, 94; North Carolina, 95; Kentucky, 95; Tennessee, 105; Ohio, 63.

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending Sept. 6 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.		Wheat.		Corn.		Oats.		Barley.		Rye.	
	Bbls.	1900lb.	Bush.	80 lb.	Bush.	56 lb.	Bush.	32 lb.	Bush.	48 lb.	Bush.	56 lb.
Chicago.....	51,507	720,318	1,670,440	949,097	149,330	189,200						
Milwaukee.....	52,808	144,469	18,000	36,300	72,770	1,460						
Toledo.....	2,702	673,093	82,905	96,828		11,498						
Detroit.....	2,061	576,983	9,560	27,810								
Cleveland.....	4,101	83,310	6,000	29,600	500	1,000						
St. Louis.....	80,370	567,779	193,115	180,430	13,445	29,641						
Peoria.....	925	13,995	197,510	482,285	9,600	16,750						
Galush.....	28,675	172,081		3,679								
Tot. wk. '84	173,209	2,774,331	2,150,542	1,745,719	245,051	249,583						
Same wk. '83	166,998	3,154,581	3,716,433	2,394,335	216,752	358,990						
Same wk. '82	115,000	2,780,163	1,933,834	1,519,664	102,658	138,683						
Since Aug. 29												
1884.....	1,144,557	17,974,314	12,709,519	9,186,082	499,819	1,068,588						
1883.....	1,338,005	14,732,818	17,374,679	16,073,688	383,730	1,621,707						
1882.....	853,840	17,921,938	8,523,735	9,493,201	224,170	514,509						

The comparative shipments of flour and grain from the same ports from Dec. 24, 1883, to Sept. 6, 1884, inclusive, for four years, show as follows:

	1883-84.	1882-83.	1881-82.	1880-81.
Flour.....bbls.	7,447,073	6,028,400	5,024,035	6,153,198
Wheat.....bush.	39,665,364	28,009,833	33,882,810	38,016,058
Corn.....bush.	60,344,317	75,833,681	53,079,276	81,312,168
Oats.....bush.	34,802,135	32,574,001	24,691,855	25,613,798
Barley.....bush.	2,850,815	4,695,551	2,216,732	2,328,515
Rye.....bush.	4,049,971	3,708,302	1,773,540	1,869,127

Total grain 142,212,602 144,814,168 112,144,213 148,539,661
Below are the rail shipments from Western lake and river ports for four years:

	1884. Week Sept. 6.	1883. Week Sept. 8.	1882. Week Sept. 9.	1881. Week Sept. 10.
Flour.....bbls.	119,111	79,818	114,873	114,187
Wheat.....bush.	423,267	272,838	625,610	459,130
Corn.....bush.	457,214	624,247	254,886	1,121,414
Oats.....bush.	936,544	1,430,585	1,194,993	682,494
Barley.....bush.	41,400	43,768	50,063	112,927
Rye.....bush.	58,832	70,279	71,973	60,519

Total..... 1,917,257 2,440,717 2,197,530 2,433,514
The rail and lake shipments from same ports for last four weeks were.

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Sept. 6.	239,890	2,256,918	1,778,568	1,273,780	41,608	271,760
Aug. 30.	259,758	1,818,397	1,696,472	1,348,392	34,400	240,620
Aug. 23.	214,472	1,932,611	1,324,001	1,507,901	18,140	102,845
Aug. 16.	286,509	2,517,116	1,959,085	1,048,265	4,276	92,675

Tot., 4 w. 1010,929 8,625,242 6,798,126 5,178,338 98,424 707,800
4 w. '83. 689,335 8,377,556 11,520,658 5,615,550 81,553 1016,117

The receipts of flour and grain at the seaboard ports for the week ended Sept. 6 follow:

At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	139,326	1,275,218	114,634	268,972	54,423	54,423
Boston	71,784	7,966	131,574	204,930	2,200	1,000
Portland	936	.....	8,550	3,645	.....	.....
Montreal	27,152	156,341	109,643	.....	.....	.....
Philadelphia	24,603	178,700	54,700	151,700	.....	.....
Baltimore	21,757	65,991	19,150	34,600	.....	.....
Newp't News	.....	50,750	.....	.....	.....	.....
New Orleans	10,576	3,338	9,493	20,295	.....	.....

Total week..... 296,134 2,329,804 446,828 634,142 2,200 55,425
Oct. week '83..... 274,448 2,833,568 1,989,792 1,138,093 10,420 177,610

The total receipts at the same ports for the period from Dec. 24, 1883, to Sept. 6, 1884, compare as follows for four years:

Flour.....bbls.	1883-84.	1882-83.	1881-82.	1880-81.
Flour.....bbls.	8,667,536	9,124,814	7,656,907	8,893,450
Wheat.....bush.	41,455,627	41,863,001	51,858,123	68,778,186
Corn.....bush.	33,792,951	61,823,840	23,323,750	78,343,451
Oats.....bush.	19,933,083	20,145,338	19,539,553	19,887,005
Barley.....bush.	2,425,787	2,230,180	2,295,900	2,029,758
Rye.....bush.	3,285,167	3,061,590	1,089,677	981,896

Total grain 100,892,615 129,153,947 98,087,003 170,020,389
The exports from the several seaboard ports for the week ending Sept. 6, 1884, are shown in the annexed statement:

Exports from—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Rye, bush.	Pearl, bush.
New York	55,197	853,972	71,752	75,047	24,416	610
Boston	38,628	.....	48,991	.....	.....	.....
Portland	27,152	156,341	108,643	.....	.....	2,262
Montreal	4,901	192,003	.....	.....	.....	.....
Philadelp.	15,190	796,020	.....	.....	.....	.....
Baltim're	292	228,422	89,374	.....	.....	.....
N. Orleans	.....	.....	.....	.....	.....	.....
N. News.	.....	.....	.....	.....	.....	.....
Total w'k.	141,660	2,226,758	318,760	75,047	24,416	2,872
8 wks time 1883.	114,249	1,438,775	947,734	13,503	244,125	28,510

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour, 1884. Week. Sept. 6.	Flour, 1883. Week. Sept. 8.	Wheat, 1884. Week. Sept. 6.	Wheat, 1883. Week. Sept. 8.	Corn, 1884. Week. Sept. 6.	Corn, 1883. Week. Sept. 8.
Un.King.	93,599	69,505	1,233,189	704,192	173,470	592,344
Cont'n't	4,171	5,732	993,569	726,210	114,140	362,197
S. & C. Am.	16,832	9,538	.....	375	28,890	32,132
W. Indies	9,969	10,192	.....	2,998	2,200	17,309
Brit. Col's	16,467	18,861	.....	.....	.....	3,092
Oth. cont's	622	431	.....	.....	.....	.....
Total...	141,660	114,249	2,226,758	1,433,775	318,760	947,734

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season:

Exports since Aug. 25, to—	Flour, 1884. Aug. 25 to Sept. 6.	Flour, 1883. Aug. 25 to Sept. 8.	Wheat, 1884. Aug. 25 to Sept. 6.	Wheat, 1883. Aug. 25 to Sept. 8.	Corn, 1884. Aug. 25 to Sept. 6.	Corn, 1883. Aug. 25 to Sept. 8.
Un. Kingdom	215,994	154,211	2,938,285	1,492,816	457,150	1,315,897
Continent	25,556	7,807	2,059,768	1,274,561	114,140	423,501
S. & C. Am.	28,512	20,490	620	375	35,437	90,792
West Indies	32,424	20,803	.....	3,665	8,009	46,361
Brit. Col'nies	29,318	39,192	.....	.....	6,770	3,132
Oth. coun'ts	1,407	1,244	.....	.....	799	8,551
Total...	333,241	243,327	4,993,673	3,271,317	602,295	1,886,444

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard

ports, and in transit by rail and water, Sept. 6, 1884, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	2,741,198	169,195	141,802	.....	38,234
Do afloat (est.)	995,800	42,000	159,500	.....	47,000
Albany.....	2,000	11,000	31,000	1,700	8,500
Buffalo.....	327,000	84,000	765	.....	63,600
Chicago.....	3,240,035	1,302,012	354,025	20,796	194,277
Newp't News.....	495,097	.....	.....	118,515	22,266
Minneapolis.....	252,197	.....	7,570	.....	.....
Duluth.....	1,263,734	83,450	39,597	.....	21,950
Toledo.....	356,367	15,394	72,816	267	1,940
Oswego.....	165,000	62,000	.....	.....	5,302
St. Louis.....	1,577,439	240,231	67,265	4,404	25,882
Cincinnati.....	58,228	45,042	31,368	9,759	11,682
Boston.....	2,320	60,098	46,896	1,224	.....
Toronto (1st).....	81,755	.....	750	2,672	441
Montreal.....	128,925	.....	1,359	1,457	631
Philadelphia.....	568,727	59,824	110,240	.....	.....
Peoria.....	15,561	32,444	110,826	.....	15,231
Indianapolis.....	139,500	.....	48,400	.....	3,000
Kansas City.....	455,340	90,998	6,259	.....	1,541
Baltimore.....	619,297	38,401	6,577	.....	5,321
Down Mississipp.	209,696	124,212	14,735	208	33,813
On rail.....	1,152,392	545,719	561,926	41,400	58,332
On lake.....	1,437,781	1,057,746	268,900	.....	179,115
On canal.....	1,894,898	466,850	24,990	.....	252,120

Tot. Sept. 6, '84. 18,529,035 4,542,814 2,107,424 201,802 989,476
For. Aug. 30, '84. 18,155,946 4,491,012 2,390,933 188,470 684,864
Tot. Sept. 8, '83. 23,414,992 13,247,758 5,427,065 406,556 1,580,463
For. Sept. 9, '82. 12,706,612 6,591,686 6,410,614 119,920 709,169
Tot. Sept. 10, '81. 19,848,526 21,083,001 6,789,839 358,732 645,309

THE DRY GOODS TRADE.

FRIDAY, P. M., September 12, 1884.

The demand for dry goods was unfavorably influenced the past week by oppressively warm weather, and business was comparatively light in all the wholesale branches of the trade. Commission houses and importers continued to receive a good many re-orders from interior markets, but personal selections were chiefly confined to a few specialties, which were taken in small lots to a moderate amount. There was a re-action from the activity lately noticed in the jobbing trade, many retailers having deferred their purchases of fall and winter goods on account of the torrid temperature which prevailed. The lull in business which existed during the week has caused no uneasiness, and there are so many retail buyers in the market and its vicinity that jobbers expect a renewal of activity as soon as the weather becomes more propitious for the distribution of goods adapted to the coming season. Accounts from the West and Southwest indicate a steady improvement in the business outlook, but Southern trade has thus far failed to realize expectations, and the demand from near-by markets is somewhat backward. Collections are progressing fairly well, but distributors in certain sections are hardly as prompt in their settlements as could be desired.

DOMESTIC COTTON GOODS.—There was a very light export movement in domestics, only 882 packages having been shipped from this port the past week, of which 399 were sent to United States of Colombia, 188 to Great Britain, 122 to San Domingo &c. There was a steady call for small re-assortments of plain and colored cottons at first hands, but the demand was by no means active enough to justify a speedy resumption of production by the mills which have shut down for a time. Brown cottons were in pretty good demand, but at low prices, and there was a light movement in bleached goods, wide sheetings, cotton flannels, corset jeans and the various descriptions of colored cottons. Print cloths ruled quiet, but prices continued steady (on the basis of 3½c. plus 1 per cent for 64x64's and 3c. for 56x60's), although the Fall River mills have all started up again. Prints were less active in agents' hands, but a fair business was done in jobbing circles. Gingham ruled quiet and cotton dress goods were lightly dealt in by package buyers.

DOMESTIC WOOLEN GOODS.—The situation in the woolen goods market has not undergone any material change. Operations in men's-wear woollens were comparatively small, with the exception of worsted suitings and indigo-blue flannels, in which a fair business was done by some of the principal agents. Spring cassimeres have been opened in some quarters, but few orders have thus far been placed by clothiers. Kentucky jeans and satinets ruled quiet with agents, and there was a limited call for repellents. Ladies' cloths, cloakings, Jersey cloths and stockinettes were in steady but moderate demand, and there was an irregular inquiry for all-wool and worsted dress fabrics, shawls and skirts. Flannels were taken in small parcels to a fair amount, but blankets were mostly quiet in first hands.

FOREIGN DRY GOODS.—The jobbing trade was less active than in the previous week, but a fair business was done in some quarters. At first hands the demand was comparatively light, though a few specialties, as fine black silks, velvets, plushes and dress goods met with a fair share of attention from jobbers and large retailers. Prices remain fairly steady, and stocks are in pretty good shape as a rule.

Imports of Dry Goods.

The importations of dry goods at this port for the week ending Sept. 11, 1884, and since January 1, and the same facts for the corresponding periods of 1883, are as follows:

Imports of Dry Goods.		Imports of Dry Goods.	
Week ending Sept. 11, 1884.	Since Jan. 1, 1884.	Week ending Sept. 11, 1883.	Since Jan. 1, 1883.
Manufactures of—	Value.	Value.	Value.
Woolen.....	1,683	619,848	39,760
Cotton.....	1,239	54,831	33,639
Silk.....	1,239	54,831	33,639
Flax.....	1,239	54,831	33,639
Other.....	1,239	54,831	33,639
Total.....	6,377	2,138,229	249,772
Imports of—	Value.	Value.	Value.
Woolen.....	773	262,801	21,673
Cotton.....	132	3,467	1,110
Silk.....	370	236,963	11,775
Flax.....	570	87,037	18,439
Other.....	802	63,074	92,839
Total.....	2,837	688,932	159,889
Imports of—	Value.	Value.	Value.
Woolen.....	6,377	2,138,229	249,772
Cotton.....	1,239	54,831	33,639
Silk.....	1,239	54,831	33,639
Flax.....	1,239	54,831	33,639
Other.....	1,239	54,831	33,639
Total.....	6,377	2,138,229	249,772

Exports of Leading Articles of Domestic Produce.

The following table, based upon Custom House returns, shows the exports from New York of all leading articles of domestic produce for the week ending with Tuesday last; also the exports from the 1st of January, 1884, to the same day, and for the corresponding period in 1883:

	Week ending Sept. 9.	Since Jan. 1.	Same time last year.
Ashes, pots.....	2	896	1,365
Ashes, pearls.....	.....	159	149
Beeswax.....	.....	9,348	16,694
Breadstuffs.....	.....	.....	.....
Flour, wheat.....	77,426	3,073,818	3,733,947
Flour, rye.....	.....	2,894	2,786
Corn meal.....	1,479	79,866	83,633
Wheat.....	1,039,897	18,013,013	14,450,867
Rye.....	24,416	2,952,521	2,762,006
Barley.....	75,074	1,825,533	114,552
Peas.....	442	94,773	9,937
Corn.....	526	78,864	88,454
Candles.....	94,961	8,413,639	18,183,142
Coal.....	560	37,467	31,573
Cotton.....	1,042	49,178	51,034
Domestics.....	9,942	392,172	423,750
Hops.....	882	93,815	97,691
Naval Stores.....	1,220	63,629	89,633
Crude turpentine.....	39	40,998	4,315
Spirits turpentine.....	.....	575	116
Rosin.....	536	12,925	25,259
Tar.....	7,312	181,595	179,720
Pitch.....	60	6,538	6,709
Oil cake.....	37	5,233	5,023
Oil.....	2,069	1,399,892	1,791,911
Whale.....	.....	37,162	88,299
Sperm.....	852	57,234	163,293
Lard.....	20,494	336,302	294,708
Luncheon.....	785	32,555	25,375
Petroleum.....	8,347,974	254,280,008	276,389,831
Provisions.....	.....	.....	.....
Pork.....	1,734	86,272	118,104
Beef.....	1,195	35,457	31,576
Butter.....	436	24,983	35,559
Cheese.....	2,122,152	136,670,417	196,277,483
Butter.....	690,955	10,250,034	12,520,260
Cheese.....	1,904,240	69,402,171	74,635,799
Lard.....	2,159,138	86,718,373	136,661,354
Eggs.....	697	16,775	14,679
Tallow.....	917,223	25,216,438	26,196,422
Tobacco, leaf.....	5,106	56,079	74,173
Tobacco.....	1,218	31,593	34,146
Tobacco, manufactured.....	18,425	4,367,205	4,583,652
Wholesale.....	2,497	38,208	190,762

Commercial Cards.

Brinckerhoff, Turner
& Co.,

Manufacturers and Dealers in

COTTON SAIL DUCK

And all kinds of

COTTON CANVAS, FELTING DUCK, CAR
COVERING, BAGGING, RAVENS DUCK, SAIL
TWINES, &c., "ONTARIO" SEAMLESS
BAGS, "AWNING STRIPES."

Also, Agents

UNITED STATES BUNTING CO.
A full supply, all Widths and Colors, always in stock.
No. 109 Duane Street.

Bliss, Fabyan & Co.,

New York, Boston, Philadelphia,

SELLING AGENTS FOR LEADING BRANDS

BROWN & BLEACHED SHIRTINGS

AND SHEETINGS,

PRINTS, DENIMS, TICKS, DUCKS, &c.

Towels, Quilts, White Goods & Hosiery

Drills, Sheetings, &c., for Export Trade.

Joy, Lincoln & Motley,

SUCCESSORS TO

E. R. MUDGE, SAWYER & CO.,

45 & 46 WHITE STREET, 15 CHANCERY STREET,

NEW YORK. BOSTON.

AGENTS FOR

Ocean Mills Co., Atlantic Cotton Mills,

Peabody Mills, Chicopee Mfg. Co.,

Hertford New Mills, White Mfg. Co.,

Saratoga Victory Mfg. Co.,

Hosiery and Yarn Mills.

Brown, Wood & Kingman

SELLING AGENTS FOR

Geo. H. Gilbert Mfg. Co.,

Arlington Mills, Freeman Mfg. Co.,

Kenilworth Mfg. Co., James Phillips, Jr.,

Fitchburg Worsted Co.,

George Whitney, Continental Mills,

Lincoln Mills.

BOSTON, 31 Bedford Street.

NEW YORK, 158 & 60 North Street, and

35 & 37 Thomas Street.

Commercial Cards.

ESTABLISHED 1855.

EUGENE R. COLE, Successor to
Sears & Cole,

STATIONER AND PRINTER.

Supplies Banks, Bankers, Stock Brokers and Cor-
porations with complete outfits of Account Books
and Stationery.

New concerns organizing will have their or-
ders promptly executed.

No. 1 WILLIAM STREET,
(HANOVER SQUARE.)

OFFICE
CARPETS.

Before buying your Carpets, Linoleum, Oil
Clothes, or Matting, call at **HENDALL'S**
Carpet Store, 114 Fulton St., basement
floor. Cheapest place in the city. If not con-
venient to call, send for samples.

Steamships.

ONLY

Direct Line to France.

GENERAL TRANSATLANTIC CO.

Between NEW YORK and HAVRE,

From Pier (new) 49 North River foot of Morton St.

Travelers by this line avoid both transit by English

Railway and the discomforts of crossing the Channel

in a small boat.

CANADA, Collier.....Wed., Sept. 17, 4 A. M.

LA BRADOR, Collier.....Wed., Sept. 24, 8 A. M.

ST. GERMAIN, Traub.....Wed., Oct. 1, 2 P. M.

PRICE OF PASSAGE (including wine): To Havre—

First cabin, \$100 and \$80; second cabin, \$80; steer-

age, \$50—including wine, bedding and utensils. Re-

turn tickets at very reduced rates. Checks on Banque

Transatlantique, Havre and Paris, in amounts to suit.

Special Train from Havre to Paris.

The Compagnie Generale Transatlantique delivers

at its office in New York special train tickets from

Havre to Paris. Baggage checked through to Paris

without examination at Havre, provided passengers

have the same delivered at the Company's Dock in

New York, Pier 49 North River, foot of Morton St.

at least two hours before the departure of a steamer

LOUIS DE BEHIAN, Agent,

No. 6 Bowling Green.

Publications.

HAND-BOOK

OF

Railroad Securities

JULY, 1884.

DESCRIPTION; INCOME;
PRICES; DIVIDENDS.

Price in Red Leather Covers, - - \$1 00
To Subscribers of the Chronicle, 75

WILLIAM B. DANA & CO.,

79 & 81 WILLIAM STREET, NEW YORK

FOR SALE.

Chronicle Volumes

SINCE 1870.

Any office possessing these volumes since 1870 has
at hand for convenient reference a complete and re-
liable financial history of the period. Parties hav-
ing the more recent volumes can obtain from the pub-
lishers most of the earlier volumes, or complete sets
can be furnished.

WILLIAM B. DANA & CO.,

79 & 81 WILLIAM STREET.

JOSEPH GILLOTT'S
STEEL PENS

SOLD BY ALL DEALERS THROUGHOUT THE WORLD
GOLD MEDAL PARIS EXPOSITION-1875